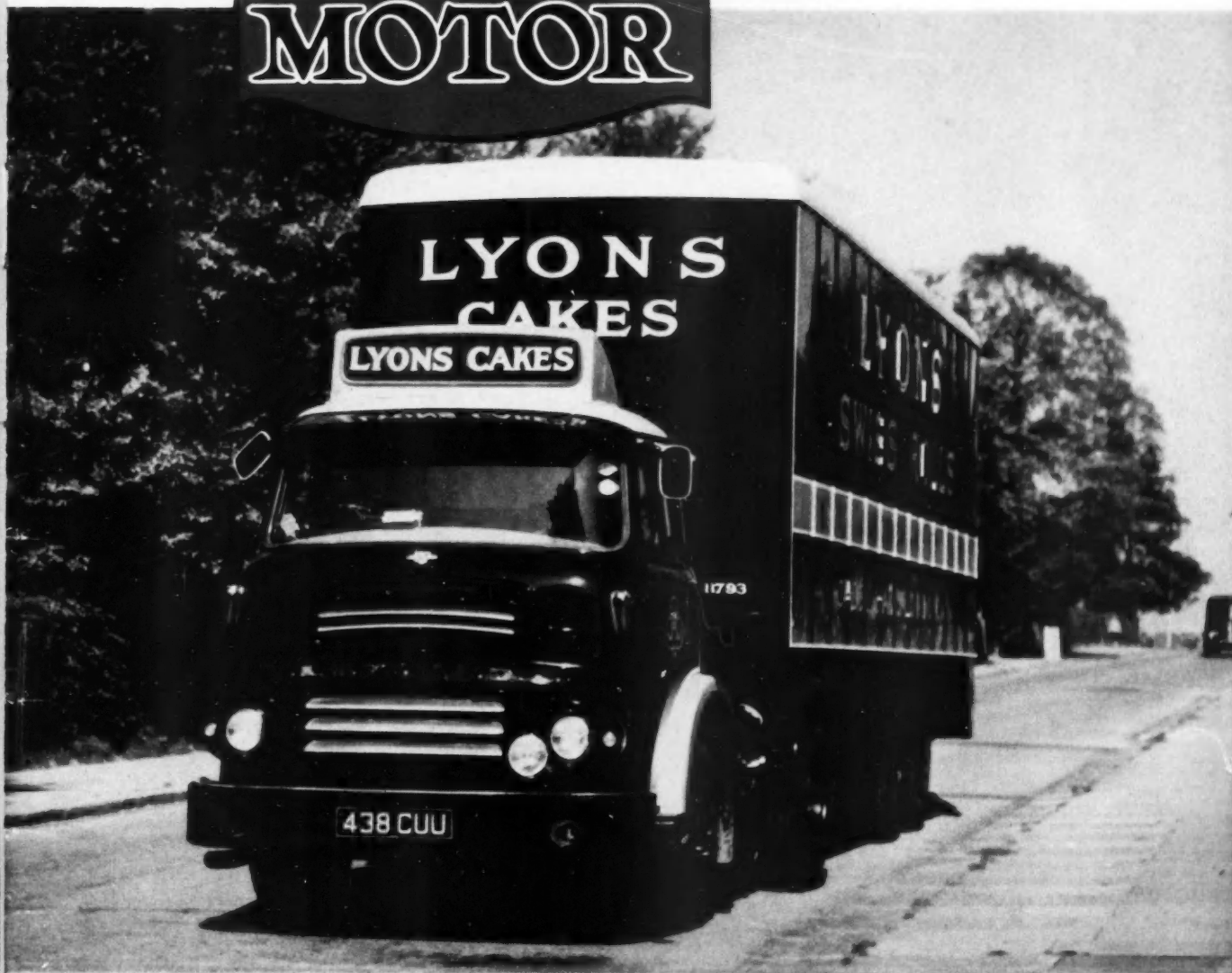


THE COMMERCIAL MOTOR

FRIDAY, OCTOBER 20, 1961
ONE SHILLING



NOW THEY'RE ROLLING... THE

Yes, Leyland's great new Power-Plus 14/24 g.v.w. trucks are now rolling off the line. And one of the first operators to use them is J. Lyons & Co. Ltd. That's not surprising. For when you run a nation-wide bakery business, you must have the most efficient and up-to-date road transport. And the Power-Plus range is not only up-to-date... it's years ahead of any other commercial vehicle design.



LEYLAND MOTORS LTD • LEYLAND • LANCs.

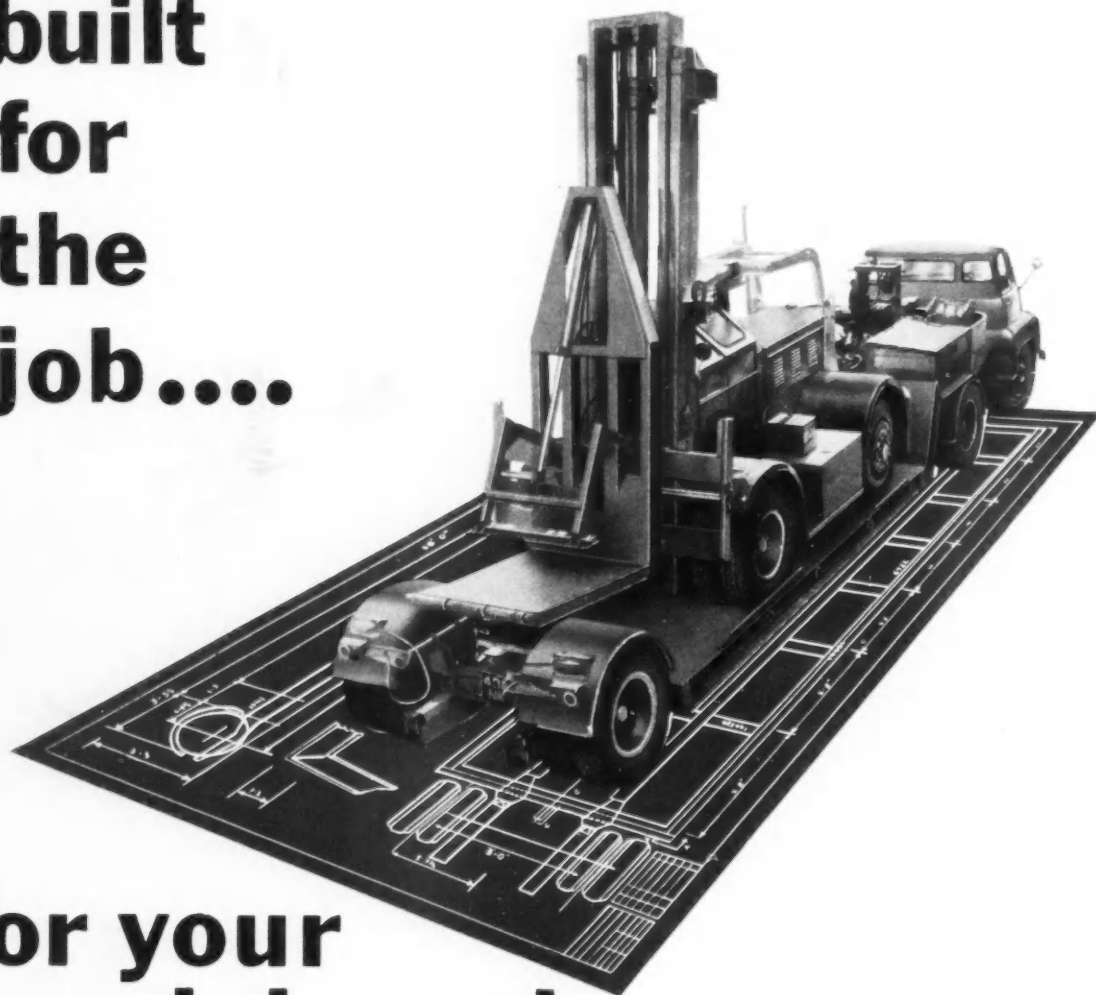
Sales Division: Hanover House, Hanover Square, London, W.1. Tel: MAYfair 8561

Leyland

POWER-PLUS

14/24 g.v.w. range

**built
for
the
job....**



**for your
special need
safe...
sure...
at low cost...**

A complete range of trailers from 3 to 30 tons in Straight Frame, Step Frame, Platform and Van Bodies to customers' requirements, Tankers, Tippers, Machinery Carriers, Patented Dual-purpose Machines, also Extendable Semi-trailers (patent recently expired) and Pole Carriers in service at home and in 50 countries overseas.

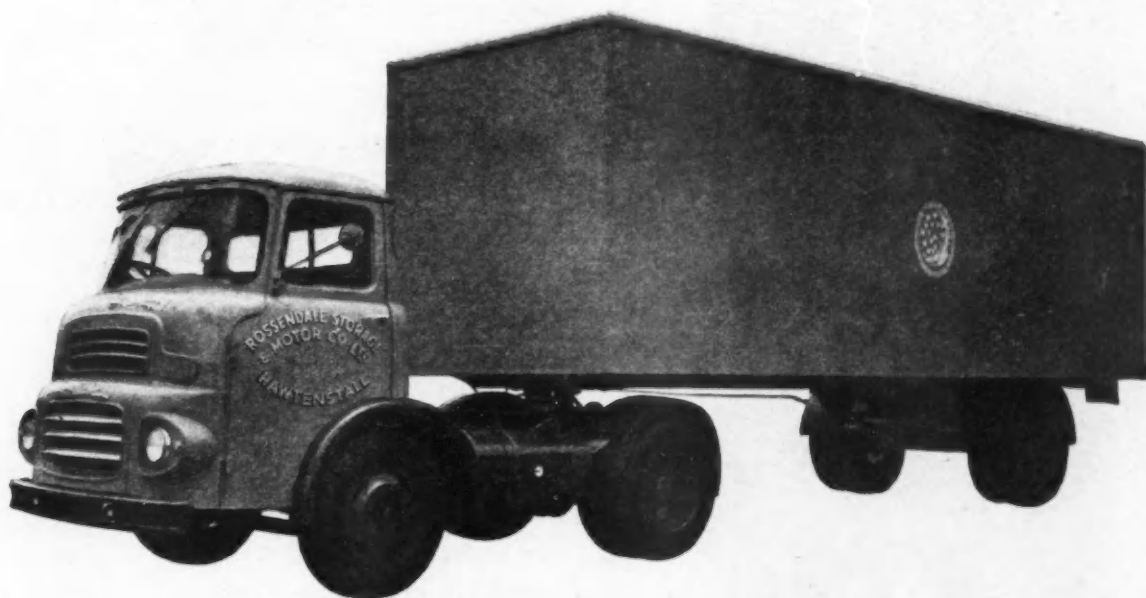
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Lighter and Lower than ever!



**Unladen weight 2 ton 14 cwt.
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We bring to you all the skill
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over 90 years' experience has
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It's our business to serve your business

RIGHT

Easy, one-step-from-kerb, access, adjustable seating and well-placed driving controls are only some of the features that make the Chieftain's cab a driver's delight.

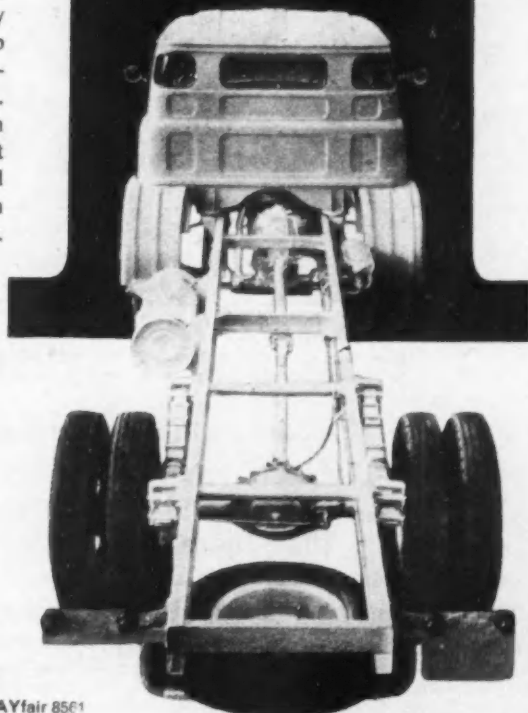
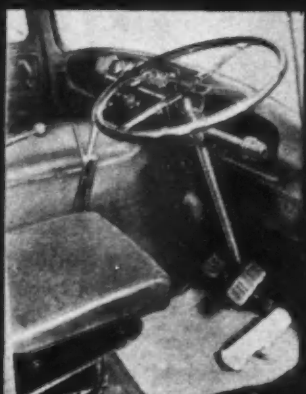
BOTTOM

A special feature of the Chieftain's chassis is its simplicity of design coupled with exceptional strength and low weight.

Quality in every detail-Savings in every load !

Albion quality, backed by a lifetime of Clydeside craftsmanship and engineering, is built into every detail of the Chieftain. Designed to keep operating costs to a minimum, this lively 7-tonner, with powerful 4-cylinder diesel, robust 5-speed gearbox with optional built-in overdrive, hub reduction rear axle and all-steel luxury cab, gives thousands of operators non-stop dependability, plus low fuel and maintenance costs, over an extra long life.

And what's more—specification for specification, the Chieftain, at £1646 for chassis and cab, costs less than any other 7-tonner.

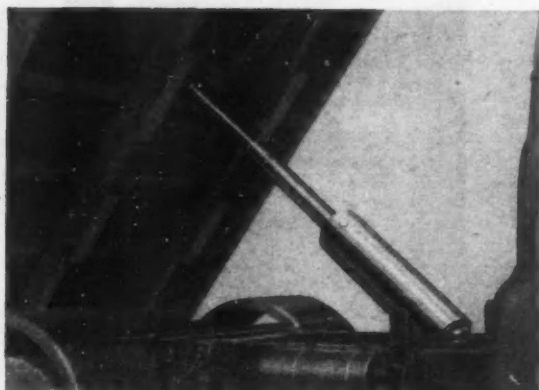


The **Albion**
7ton **CHIEFTAIN**
chassis & cab £1646

ALBION MOTORS LTD · SCOTSTOUN · GLASGOW

Sales Division: Hanover House, Hanover Square, London, W.1. Tel: MAYfair 8561

Specify **TELEHOIST** **GEARS AND BODIES** *for quick delivery*



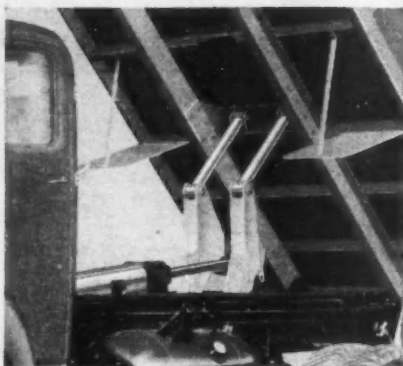
Underbody Slant type Gears

with single or twin rams for payloads from 5 up to 12 tons. Designed for extra stability, plus an axial piston pump for added lifting power.



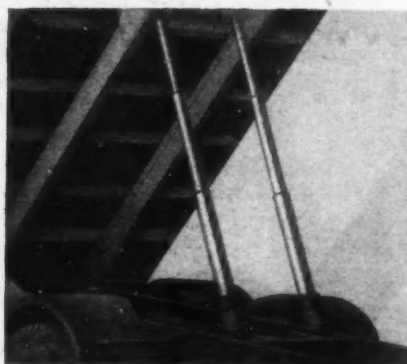
Underbody Three-way Tipping-Gears

Single and twin ram units for chassis from 4 up to 12 ton payloads. Designed for tipping in tight spaces where manoeuvring is difficult.



Telelever Link Gears

Ideal for payloads from 5 up to 25 tons according to the type of chassis.



Underbody Vertical Gears

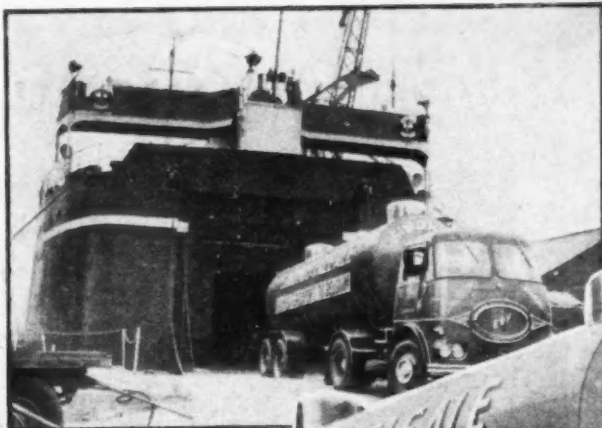
for 8 up to 18 ton payloads. Twin vertical rams.

Telehoist tipping gears fit every type of truck, suit *exactly* any kind of job. There are four basic types of gear and 24 different models — with a range like that, there must be one for your application.

Telehoist Limited an associate company of Wilmot Breeden Ltd.

Manor Road, Cheltenham (Cheltenham 53254) Upper Brook Street, Manchester (Ardwick 6251) Sunbeam Road, Chase Road, London, N.W.10 (Elgar 7321)

HOWEVER YOU DELIVER IT 'BEER IS BEST' CARRIED BY



The ERF Model 64-G-2 shown here makes regular trips to Belgium by cross-channel vehicle ferry carrying full loads of Simonds beer. The vehicle is powered by the popular Gardner 6LW oil engine and fitted with 5-speed gearbox and 2-speed rear axle. The two-compartment stainless steel tank has a capacity of 90 barrels and was made by Thompson Brothers of Bilston.



The ERF Brewers platform lorry below, one of a fleet operated by Wilsons Brewery Ltd., is on a model 66(G)XSF chassis with ample capacity for loads of barrels or crates. It is also fitted with the ERF extra large cab, which besides giving the best possible visibility for driver also has accommodation for two loading assistants.



The ERF Range includes models for every branch of road transport from 6 to 75 tons capacity. Write for details of the ERF vehicle that can help to solve YOUR haulage problems.



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PERKINS 4.99 is



PERKINS POWER TAKES THE COST OUT OF TRANSPORT

FITTED BY BEDFORD, COMMER, FORD,
SCAMMELL AND BEARDMORE

right up your street

HERE'S WHAT THEY SAY

ADVANCE LAUNDRIES CLEAN-UP WITH PERKINS

One of the largest laundry and dry cleaning groups in the world has decided to make use of 15-cwt. vehicles fitted with the revolutionary Perkins 4.99. The Group, Advance Laundries Ltd., whose activities, apart from laundering, extend to dry cleaning, linen hire and the famous "Towelmaster" service, operate about 700 vehicles. The company has informed Perkins Engines Ltd. that it intends to embark "as a matter of policy" on the progressive intake of vehicles built on the 15-cwt. Ford chassis and powered by the renowned 4.99 "baby" diesel.

HAMPSHIRE CHANGES FROM 22 TO 38 m.p.g.

Hampshire County Council were one of the first public authorities to put Perkins engine 15-cwt. Commer vehicles into service, and they have found it a great money saver.

Mr. J. C. Bolton, the county's Chief Mechanical Engineer, estimates that the 20 Commer operated by the authority are returning average fuel costs of under 14d. per mile.

Six of these vehicles are employed on schools' playing field service and fourteen by the County Highway and Bridges Department. This work involves carrying heavy loads and considerable low gear work, yet the vehicles maintain an average fuel consumption of 38 m.p.g. compared with 22 m.p.g. returned by similar petrol powered vehicles.

STANDARD-TRIUMPH GET EXPORT ORDERS FOR 4.99

The Standard-Triumph Group has received many overseas orders for the Standard "Ensign" with which the Perkins 4.99 diesel engine is offered as original equipment in the export market.

4.99 FITTED INTO RUSSIAN VOLGA

A Russian car fitted with a Perkins 4.99 diesel engine was exhibited at the last Brussels Motor Show. The car—a Volga—was shown for the first time by the Belgian concessionaires for the Russian cars—and is expected to prove very popular in Belgium.

Over 100 4.99 diesel engines have already been supplied for Volga cars in Finland.

45-54 m.p.g. IN A 15-cwt. COMMER

Mr. J. Morgan, J. Morgan & Son, Swansea, writes:—"For the past twelve months we have operated a 15-cwt. Commer van fitted with your 4.99 diesel, and we are pleased to say that we are highly delighted with the performance of this engine. For your information mileage on short journey work is 45 m.p.g. and on long distance 54 m.p.g. "In our business, this, together with trouble-free running, is an important factor."

WHY NOT FOLLOW SAXONE'S FOOT-STEPS—46 m.p.g. IN A 15-cwt. BEDFORD

Many firms are now "following in the footsteps" of the Saxone Shoe Company Ltd., Leeds, who operate a number of Bedford CA Vans fitted with the Perkins 4.99 on their shoe repair service. On distance and local work, the fuel consumption works out at an average of 46 m.p.g. and the oil consumption is low.

4.99 NEARS 200,000 MILES TROUBLE FREE

"You will be interested to learn that the first 4.99 engine we fitted is nearing the 200,000 miles mark on stop/start work in the City," write St. Cuthbert's Co-operative Association Ltd., Edinburgh. "This engine has been entirely trouble free over this mileage and the average fuel consumption on the standard gearing of the Bedford van has been 40.8 m.p.g."

... SURPASSED OUR IMAGINATION

William R. Selwood Ltd., Chandlers Ford, Hampshire, write of the 4.99.

"The performance of this engine has surpassed anything that we imagined. It is remarkably economical, the fuel consumption is 45 to 48 m.p.g. as against the 23 m.p.g. obtained from the vehicle when it was fitted with a petrol engine under similar conditions.

"You may be interested to hear that in view of this we have ordered a further three 4.99 engines which we are fitting into similar makes of vehicle in our fleet, and in addition we have ordered five new Ford vans for which we have specified the 4.99."

45.3 TO 49 m.p.g. IN FORD 15-cwt.

Operating a Ford 15-cwt. van powered by a 4.99 diesel engine, Percy Andrews & Son Ltd., Nottingham, report that over the first 20,000 miles the average fuel consumption obtained was 45.3 m.p.g.

BRITISH OXYGEN PLEASED

British Oxygen Gases Ltd., London, fitted a 4.99 to one of their Bedford vans operating inside the London area. Averaging something in the region of 27/28 calls per day, on local runs, the mileage completed at the end of the initial six months was 8,209. 216 gallons of fuel oil were used, giving a m.p.g. figure of exactly 38. Nineteen pints of oil were used, equalling 430 miles per pint.

WIMPEY'S IMPRESSED

George Wimpey & Co. Ltd., Hayes, Middlesex, fitted the 4.99 to two Ford 15-cwt. vans so that they might have an opportunity to thoroughly test the unit. Both vehicles covered a considerable mileage, mainly on short delivery collection journeys. Wimpey & Co. Ltd. were impressed with the performance and reliability of the engine, and the fuel consumption which averaged 41.5 m.p.g.

4.99 USES HALF AS MUCH FUEL

Twelve Perkins diesel engines power Ford vans operated by M. J. Gleeson (Contractors) Ltd., Mitcham, Surrey, and use only half the fuel consumed by similar petrol engine vehicles.

The vans operate all over the country on civil engineering work. Company officials estimate that the 4.99 engines give an average of 47 m.p.g. compared with 20-24 m.p.g. for similar petrol-engined vans.

AND HALF AS MUCH AGAIN

Over the past fifteen months H. C. Taplin & Sons Ltd., Southampton, have operated a Commer van fitted with the 4.99. Fuel consumption costs have been reduced by approximately 50%.

The Perkins 4.99 is also available for installation in industrial, agricultural and marine applications. Conversion packs for a variety of general power applications are available with installation details and necessary additional parts.

Among those obtainable for vehicle conversion to the 1.6 litre 4.99 diesel engine are Austin, Omnivan, Bedford CA Van, Ford Thames, Ford Consul, Vauxhall Victor, Wyvern, Velox, Hillman Minx, Standard Ensign and Morris Oxford.

PERKINS PERPETUITY PLAN

Why waste time with overhauls? Under the Perkins Perpetuity Plan, which is a unique engine replacement scheme, the operator has the latest type of Perkins diesel and his vehicle is out of service for a minimum of time. Here are just a few of the advantages.

The replacement engine can be made available for any application at a predetermined time and the change-over made on the day chosen by the operator.

The scheme applies to all engines irrespective of whether the operator first purchased it or acquired it second-hand.

Replacement engines supplied under the terms of Perkins Perpetuity Plan are rebuilt and tested as new units at the works of F. Perkins Limited and they carry a guarantee similar to that of a new engine.

PERKINS POWER TAKES THE COST OUT OF TRANSPORT

Perkins



THE KEY TO WORLD-WIDE ENGINE STANDARDISATION

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'NYLOY'

REGD. TRADE MARK

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the last word in shutters

This shutter is the latest development from a company with 35 years' experience in the manufacture and design of roller shutters solely for the motor vehicle industry.

It combines aluminium with nylon to produce a shutter with far greater strength and durability than ever before, being made of 18g extruded age hardened material having a 2" flat face lath mounted on nylon end locks, thus eliminating "noise," "rattle" and the constant need for lubrication.

The flat exterior surface is perfect for paint finish and writing.

The shutter can be supplied either in roll up or roof type.



free brochure

Send now or phone for free illustrated brochure giving full details of Nyloy Roller Shutters.

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Call this "through" traffic?

Why not get the best of both worlds with the ROADRAILER?



<p>1</p> <p>The Roadrailer, loaded at the factory as an 11-ton articulated lorry.</p>	
<p>2</p> <p>The Roadrailer makes the trunk haul at 60 m.p.h. or more as part of a fast freight train.</p>	
<p>3</p> <p>The Roadrailer converted back to a lorry completes delivery by road.</p>	

Now it's an 11-ton lorry, loaded in the usual way and driven by road to the railhead. Only 150 seconds to retract the road wheels and lower the rail wheels and hey presto - now it's a rail vehicle, designed for through travel at an average speed of 60-65 m.p.h.

With the Roadrailer you can offer your customers increased range, cheaper long-distance haulage, over-night delivery at extreme distance - as

well as all the door-to-door convenience of road haulage. The Roadrailer can be adapted for liquids, timber, cement - all kinds of traffic.

The introduction of the Roadrailer is in everybody's interest. It helps free the roads. It helps industry by using the sensible economy of long-distance rail haulage. And it helps the road haulier to offer even more attractive facilities to his customers.



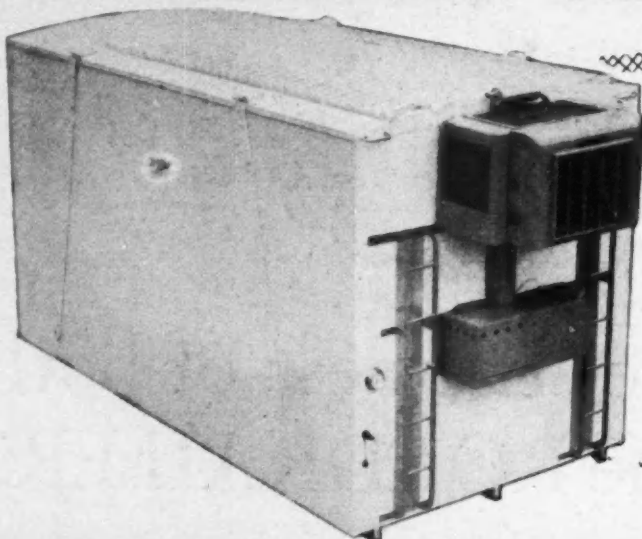
PRESSED STEEL CO LTD

*Railway Division,
Linwood Factory, Paisley, Scotland*

LONDON OFFICE: Railway Division, 47 Victoria Street, London SW1. HEAD OFFICE: Cowley, Oxford. BRUSSELS OFFICE: Rooms 2307 International Centre, Place Rogier, Brussels 1, Belgium. Manufacturers of motor car bodies, Prestcold refrigeration equipment and pressings of all kinds.

150 SECONDS—AND YOU CAN HAVE THE BEST OF BOTH WORLDS

TAKE PERFECT BODYWORK • BUILT BY MANN EGERTON ...



There is a Mann Egerton 'standard' container ranging from 8 feet to 25 feet, 200 cu. feet capacity to 1100 cu. feet and all of them are so designed to enable a Thermo King unit to be fitted, either when new or at a later date.



Built by a firm with over 40 years experience in refrigeration technology and many more in coachbuilding, ensuring a commanding experience in the field of low temperature transport.



A guarantee of thermal efficiency is issued with every container supplied—convincing proof of the unsurpassed quality and craftsmanship which is to be found in every undertaking.

AND ADD THE PERFECT UNIT • BY THERMO KING



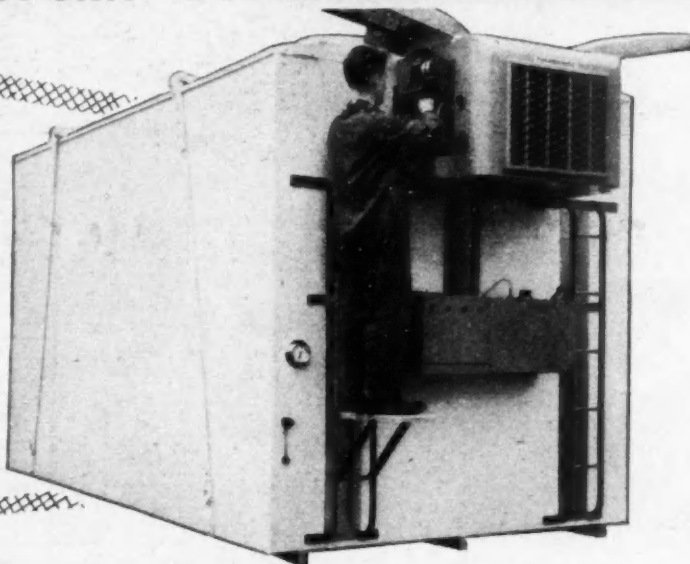
This is NEW! There's a FREE SERVICE VOUCHER SCHEME in operation. This means you can claim a free check up and service on every single unit after 90 days (or 250 operational hours)



This is NEW! Made by the world's most experienced manufacturer of refrigerated transport units, all Thermo King equipment carries a 12 month warranty.



Thanks to automatic defrosting, maintenance is virtually nil, and uninterrupted use of the vehicle is ensured as the unit can be removed and replaced in a few moments.



THE RESULT ? UNSURPASSED REFRIGERATED TRANSPORT !

LOW TEMPERATURE BODYWORK
by

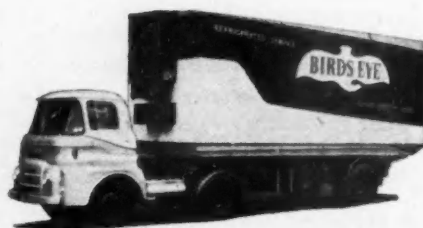
Mann Egerton

CROMER ROAD WORKS • NORWICH • ENGLAND • TELEPHONE 67272



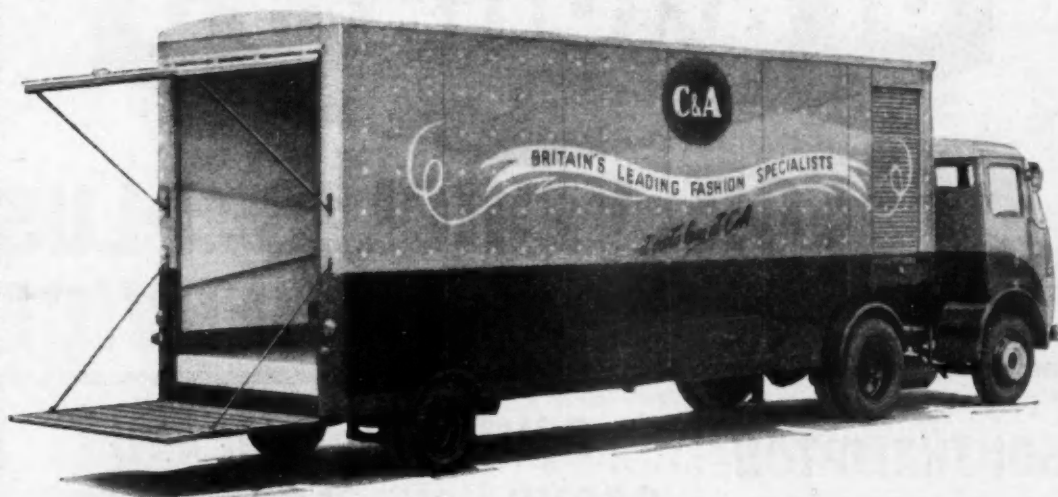
If you expect only the highest standards in your transport, then together we have a basis for business. Why not drop us a line asking for our Low Temperature Transport catalogue.

Thermo King manufactured by
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Carrimore

IT MUST HAVE STRUCK YOU THAT
VERY DISCERNING FIRMS
HAVE FLEETS OF CARRIMORES



CARRIMORE AUTOMATIC TAILDOOR

NO ROPES
NO CHAINS
NO SPRINGS
NO PULLEYS
NO EFFORT

**THE WEIGHT OF THE TAILBOARD
AUTOMATICALLY RAISES THE CANOPY**

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**SOUTH OF ENGLAND
GROUP VEHICLES DEPOTS**

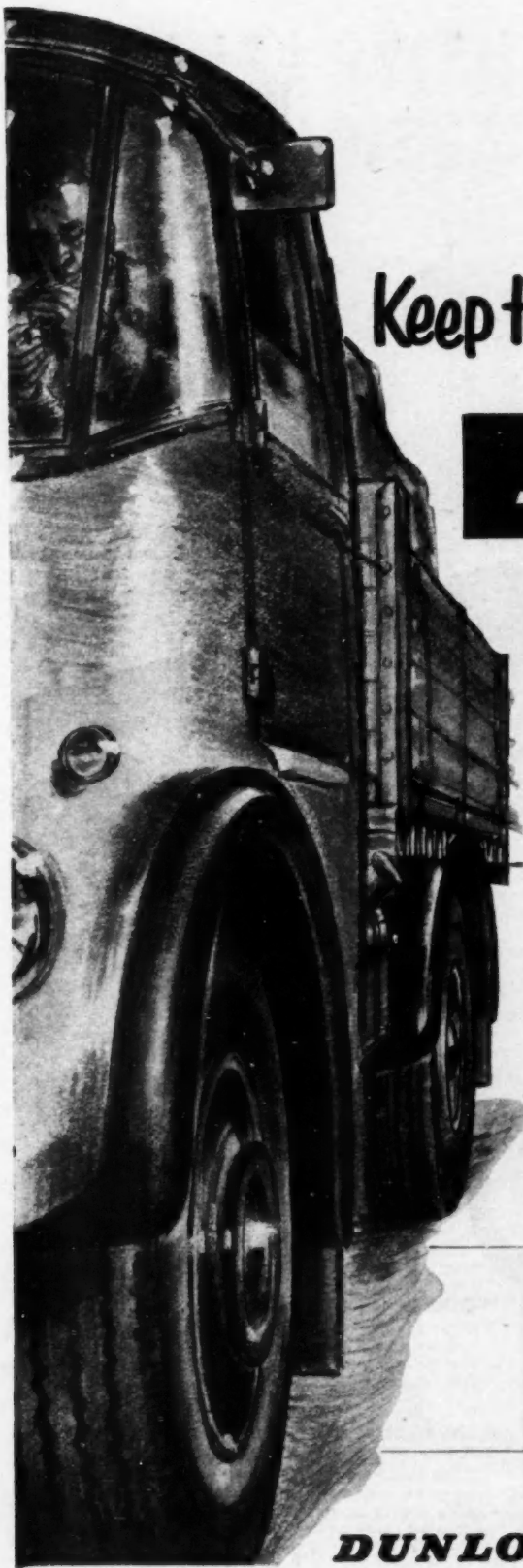
Leyland

Albion

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Depots exclusive to

LEYLAND • ALBION • SCAMMELL Vehicles



Keep them in good shape with

DUNLOP

RUBBER WINGS

Longer hours, greater daily mileage and heavy traffic conditions lay every commercial vehicle open to general wing damage. Even minor bumps or knocks can cause big delays and involve you in claims and paper work. There's no better way to preserve efficiency and step up profits than to fit all your vehicles with Dunlop Rubber Wings.

FLEXIBLE

—they maintain their shape even after the hardest knocks.

WILL NOT CORRODE

—being rubber they are unaffected by weather conditions.

ECONOMICAL

—they reduce maintenance and repair costs.

DUNLOP MUD FLAPS

protect your own vehicles and prevent stones and mud from being thrown up at those following. Be courteous to others and bring safety to all by fitting Dunlop Mud Flaps.

DUNLOP PROTECTS YOUR PROFITS!



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S13

EZILIFT

NEW TYPE
ROLLING
SHUTTERS

WOOD

STEEL

ALUMINIUM



WOOD ROLLING SHUTTERS

Photo by courtesy of
West Surrey Industries (Byfleet) Ltd.

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BROS. LTD.

ABBAY MANUFACTURING ESTATE
MOUNT PLEASANT • WEMBLEY • MIDDX.

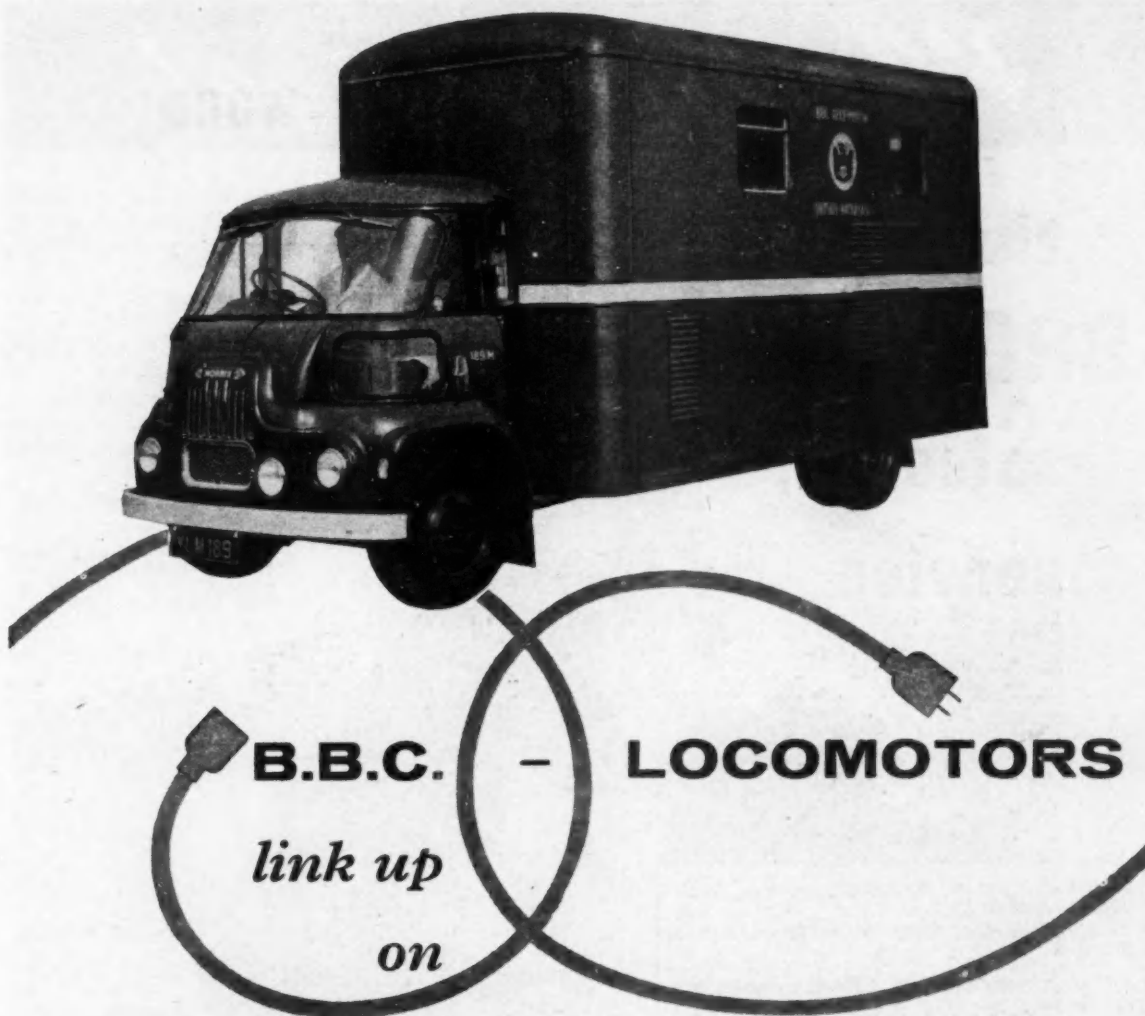
Telephone: WEMbley 5015/6878

WOOD ROLLING SHUTTERS

Improved shutter in selected knotless British Columbian Pine incorporating as a standard fitting 2" x 1/2" x 16 s.w.g. steel weather drip angle on bottom lath. Supplied loose as an alternative to ordinary steel strip. Complete ready for fixing.

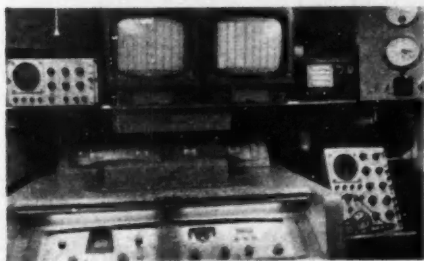
16 S.W.G. ALUMINIUM AND 20 S.W.G. GALVANISED STEEL ROLLING SHUTTERS

2" flat or curved section, scientifically designed for silent and easy operation. For roof action with 6" radius channels or up and down action on 3 1/2" dia. spiral spring rollers. Complete ready for fixing.



sound lines

Some of the apparatus which was "packed in"



The problems presented in recording material for T.V. and sound broadcasting "on site", for transmission later, have been largely taken care of by the evolution of the B.B.C. mobile videotape recording vehicle shown here . . . the result of careful collaboration between the B.B.C. and Locomotors Ltd. and first used to record the Corporation's television coverage of the Olympic Games at Rome last year.

It is an exceptional example of compactness and space saving, bearing in mind the wide variety of extremely sensitive and delicate apparatus which had to be incorporated and fitted in—all housed in a specially designed and constructed body mounted on a Morris 3-ton, petrol-engined chassis (which was lengthened slightly). Everything had to be very carefully planned to ensure that fragile valves, coils and meters were transported in perfect safety over pretty "difficult" terrain at times.

This vehicle is typical of Locomotors versatility and experience in meeting the customer's specific requirements. We can do the same for you! Why not get in touch with us today?

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MAIN BODY BUILDING DIVISIONS: MITCHAM, MANCHESTER AND ANDOVER

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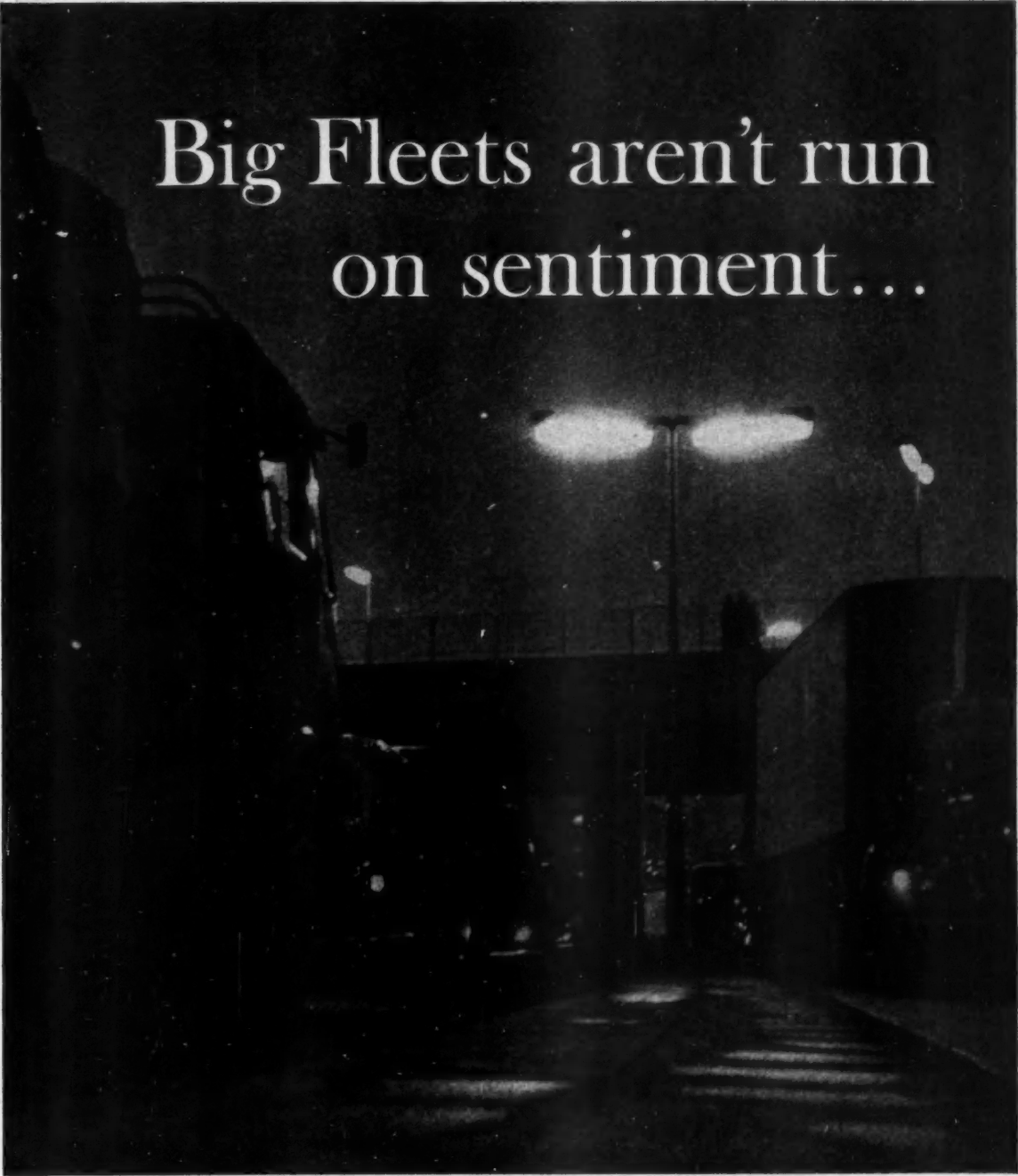
W. H. Reay & Co. Ltd., Ormeau Road, Belfast.

WHEELED VEHICLES DIVISION **J. BROCKHOUSE & CO. LTD.**

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Telephone: Wednesbury 0243

Big Fleets aren't run on sentiment...

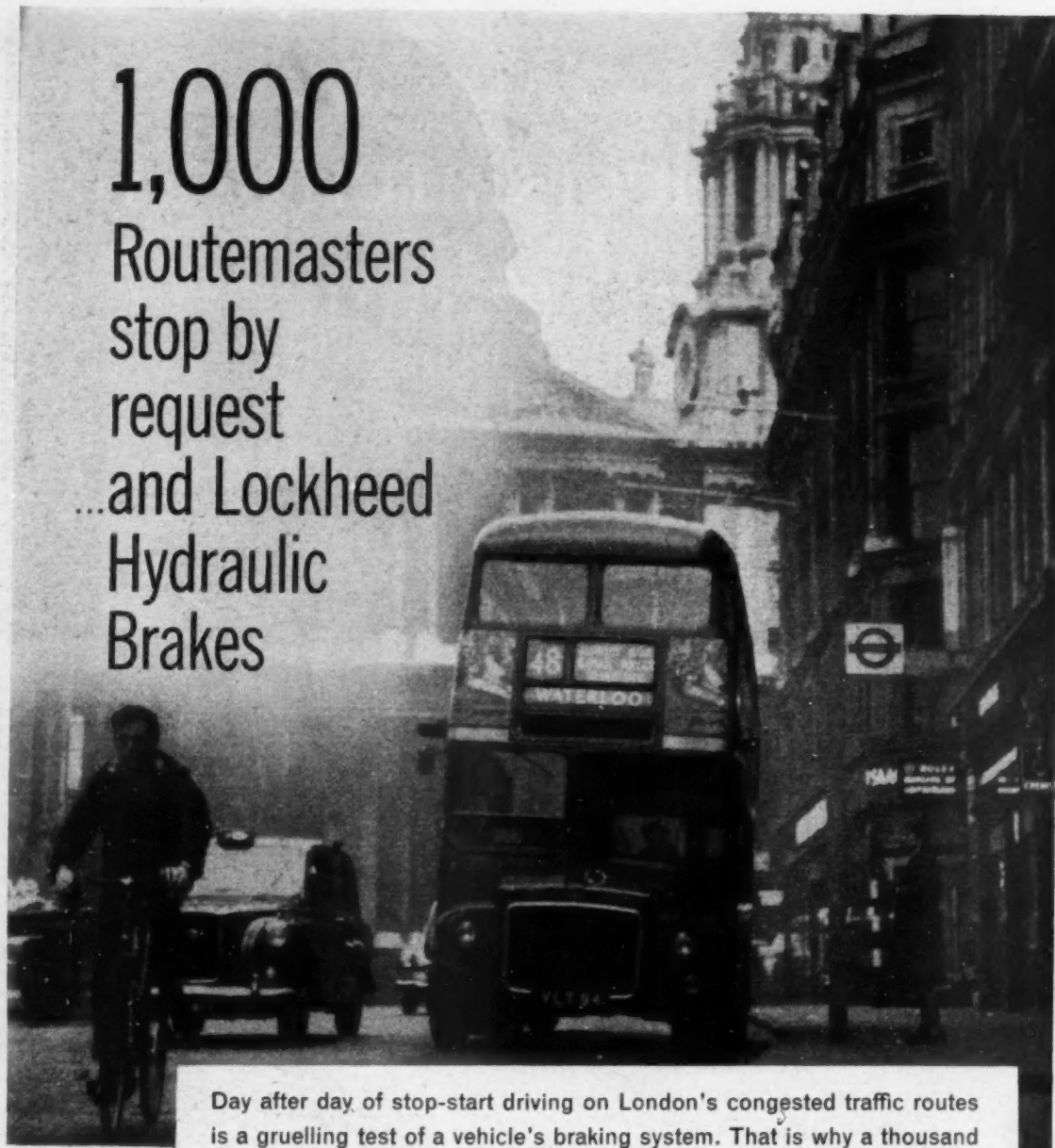


The bigger the fleet, as a general rule, the closer the costing. Cost per mile or per year of road service governs the choice of every component or accessory. The battery most used by the biggest operators is Exide KHV. There's a moral in this for every commercial vehicle owner. It pays to use KHV.

Exide
KHV HEAVY DUTY BATTERIES

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Day after day of stop-start driving on London's congested traffic routes is a gruelling test of a vehicle's braking system. That is why a thousand London Routemaster 'buses rely on Lockheed—the safest brakes in the world. The power-assisted hydraulic system leaves nothing to chance and has proved unfailingly reliable at all times. Indeed, even after more than 60,000 miles, the brakes of the first Routemaster in service only needed routine adjustment to take up normal wear!

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Leamington Spa, Warwickshire

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AUTOMOTIVE
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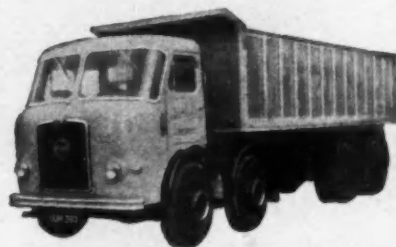
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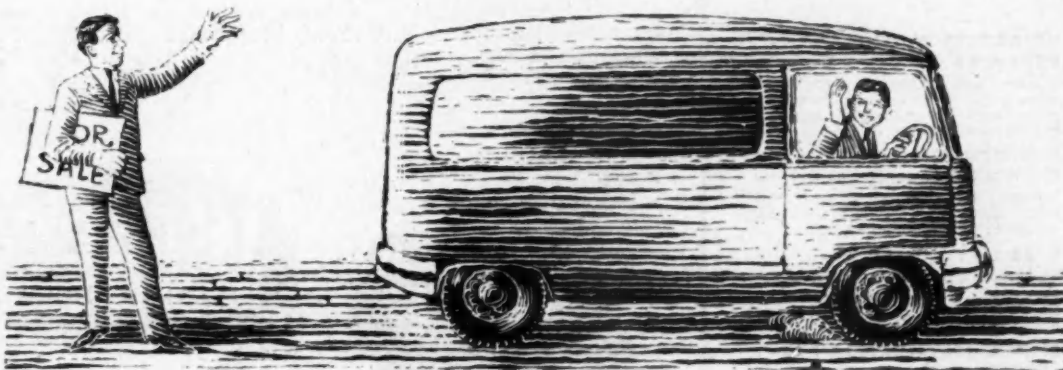


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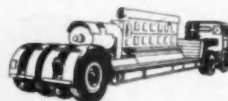
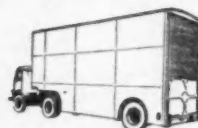
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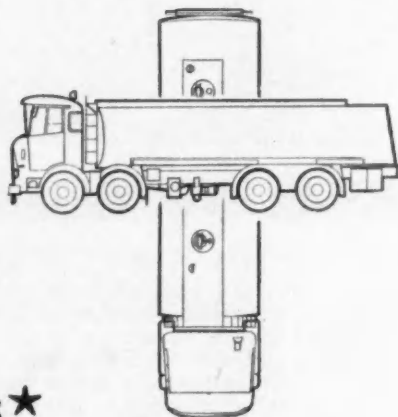
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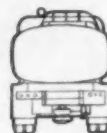


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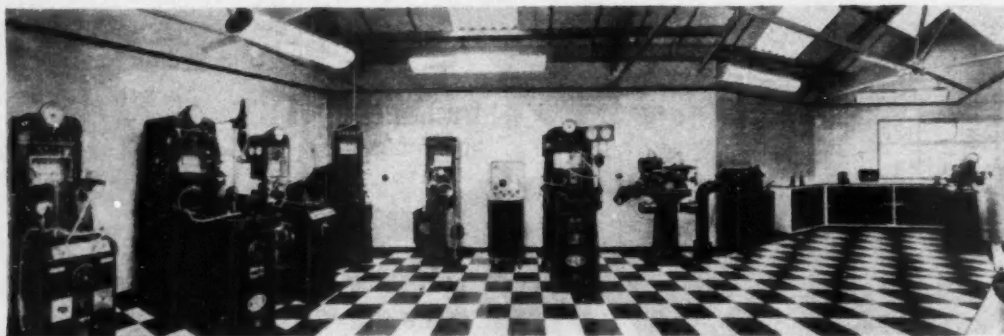
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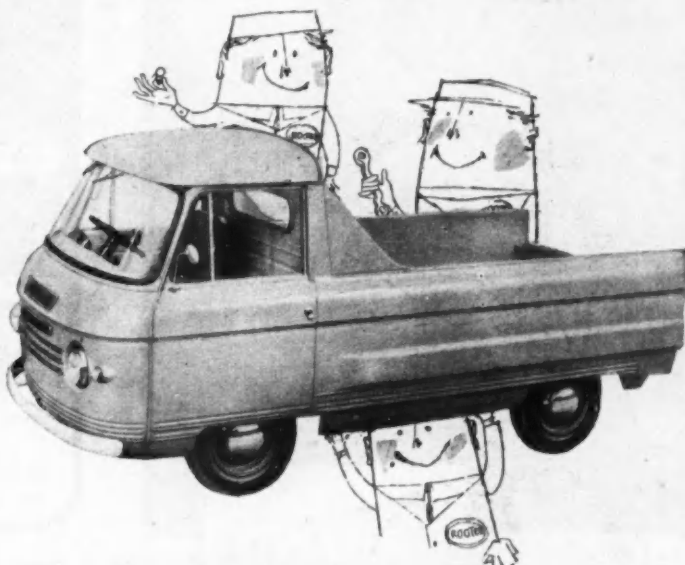
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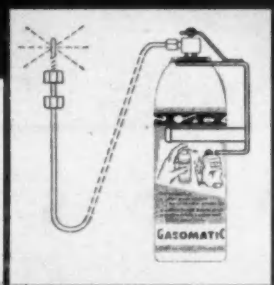
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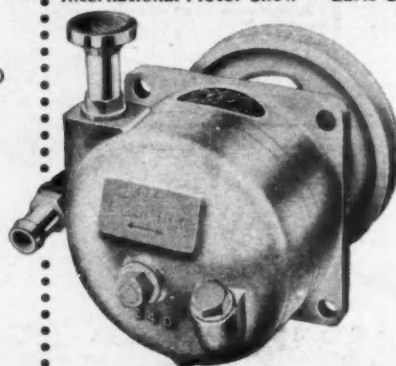
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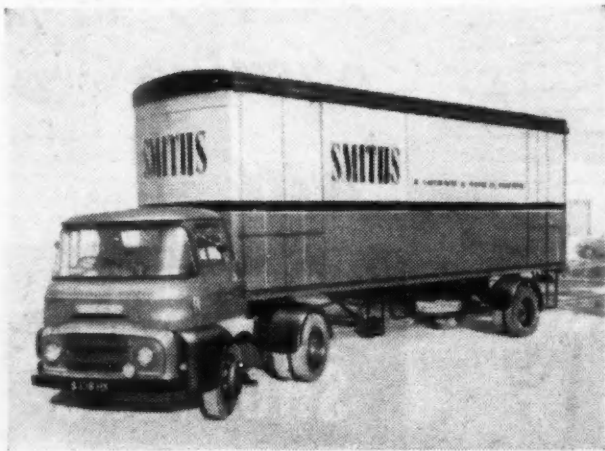
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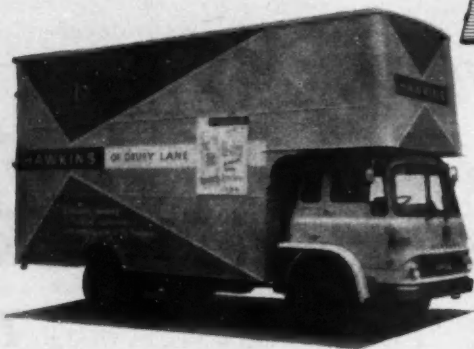
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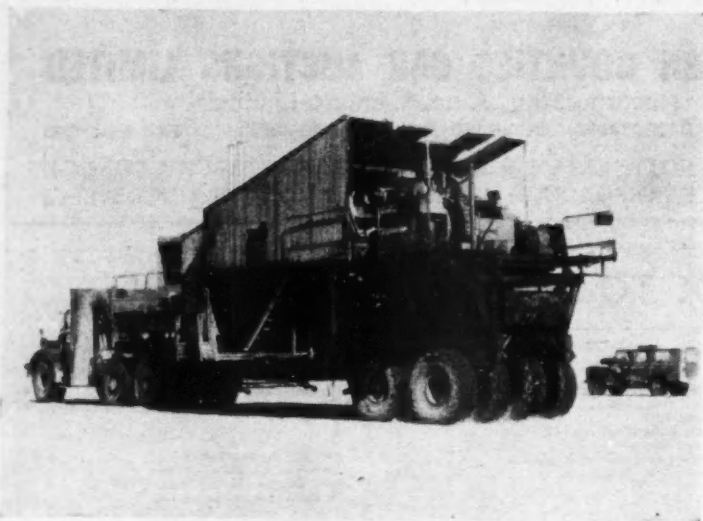
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A "Big Ben," one of 12 built for Halliburton Oil Well Cementing Co., to carry cementing outfits and for other duties in North Africa and Saudi Arabia

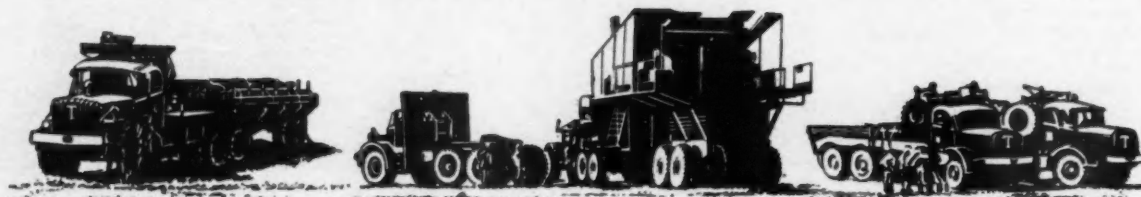


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ALAN HAVARD
A.M.Inst.T.

Technical Editor:
JOHN F. MOON
A.M.I.R.T.E., A.S.A.E.

Proprietors:
TEMPLE PRESS LIMITED

Chairman and Managing Director:
ROLAND E. DANGERFIELD

Head Office:
Bowling Green Lane, London, E.C.1.
Telephone: Terminus 3636
Telegrams: "Pressimus London Telex."
Telex: 23839.
Cables:
"Telex 23839= Pressimus London E.C.1."

Branch Offices:
Bayliss House, Hurst Street, Birmingham
Telephone: Midland 6616.

50 Hertford Street, Coventry.
Telephone: Coventry 27414.

1 Brazenose Street, Manchester.
Telephone: Deansgate 6114-8.

12 Renfield Street, Glasgow.
Telephone: Central 1413.

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Petrol Come-back?

YESTERDAY'S controversies invariably seem less significant, with the passing of time, than they were felt to be when they were raging, but rarely does a controversy show signs not only of returning, but of actually reversing itself. This could be the case with the old "petrol versus diesel" argument.

The growth of the diesel engine has virtually blanketed heavy power-units. In 1935, only 1.2 per cent. of all goods vehicles had diesel engines—a total of 5,429 units. In 1960, the figure had risen to 302,221 vehicles—21.6 per cent. of the country's total fleet. With the growth of small diesel engines, those figures must by now be considerably exceeded. On hackneys (the Ministry statistical term which includes buses, coaches and taxis), the percentage has risen from 6.5 (5,541 vehicles) in 1935 to 75.6 (71,517 vehicles) last year.

Since it was introduced for commercial vehicles in this country in 1928, the diesel engine has, it can be seen, literally taken over the heavy field. No large buses, and few heavy goods vehicles are now put in service with petrol engines. Last May, the chief designer (vehicles) of Leyland Motors, Ltd., Mr. J. McHugh, told the Public Transport Association that Leyland could see no successor to the present four-cycle diesel engine.

A formidable, almost impregnable, position for diesels, without doubt—in fact they are even eating their way into the American haulage field, so long a petrol stronghold. So why is it even possible to speculate whether the petrol engine will make a come-back in the heavy fields? An article on page 385 of this issue examines this question.

It is known that at least two manufacturers are expending certain research on the potentialities of big petrol engines. Earlier this year, *The Commercial Motor* tested a petrol-engined E.R.F. eight-wheeled tanker. That test showed that a payload of about 17 tons could be carried at an average speed of 47 m.p.h. Fuel consumption averaged 4.7 m.p.g.

The author of the article in this week's issue states: "Recent discussions . . . indicated that petrol engines will be available in the near future, the specific fuel consumption of which will match that of established types of diesel at loads exceeding 50 to 60 per cent."

The advent of motorways, and the possibility of longer runs, as more British vehicles are used on Continental journeys, favours a suitable petrol unit—there are practically none available now, incidentally, because of the value of existing diesel units which undoubtedly offer a high standard of efficiency at sustained high speeds.

If, in the future, more advantageous petrol engines are offered, they will then have to pass the acid (and only practical) test which operators impose: "Which unit gives me the best return on my capital?" It was on this balance of price, power output, fuel consumption, part-load efficiency, and maintenance costs that the diesel power unit rose to its present position. Competitive petrol engines would have to meet diesels on their own ground, and surpass all the diesel could offer, to break back into the transport fields they have lost.

Obviously, there are some authorities who think petrol engines might do this and are prepared to examine the possibility more closely. It is equally obvious that British diesel engines have established a very strong appeal in this country, and are rapidly becoming a major export item. Their popularity is still growing.

Whether the petrol engine does, in fact, make a return in the heavier vehicle ranges or not, the fact remains that road transport operators will not lose. Whatever happens, they are assured of a future supply of reliable, economical power units that are second to none.

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NEXT WEEK

- New Double-decker Bus
- West Country Haulage Fleet

Men Who Make Transport

Monty

THE managing director and the office boy have always seemed to me to have much in common. In a big organization each must be ready and willing, not to say able, to do a great variety of jobs. Often the men in between are specialists. The man at the top and the touse-top at the bottom must be Jacks-of-all-trades. Perhaps that is why so many office boys become managing directors.

Monty Prichard, managing director of the Perkins Group, the world's largest suppliers of diesel engine units, is a Jack-of-all-trades. He freely admits it. But in this case he has not sprung from the office ink-wells; nor is it feasible that he could have sprung so youthfully into this high and mighty job on the basis of readiness and willingness alone. Ableness, specialized engineering ableness, was essential. Only since he became a managing director, at the age of 42, has he become a factotum. Before that he was nearly always an engineer—engaged on specialized work.

Today he still wears the engineer's "working suit." It is a light brown Prince of Wales check, free from oil stains, but on the man one can see the marks of vast experience with engines and plant and tools and other engineers.

Montague Iltyd Prichard, M.C., was born in Calcutta, India, on September 26, 1915, the son of a mining engineer whose career he thought originally, without persuasion, of following. He was educated at Felsted School, Essex, and went to a practical university as a student apprentice with R. A. Lister and Co., Ltd., at Dursley, for four years. At night he went to technical school.

In 1936 he returned to India to work for Listers. He was there when war broke out. During the war he served with the Royal Engineers in India, Malaya, Burma and

Bird's Eye View

Automatic—With Troubles

TALKING to Commer engineers on the occasion of the announcement of their new Walk-Thru models the other day, our Technical Editor asked why a form of automatic transmission was not being made available, as these vehicles seem to offer so many other advantages for delivery work, yet the driver still has to cope with the clutch and gear lever.

Apparently, this same thought had received much consideration right from the early days of the conception of these designs, and many thousands of pounds had been spent in testing various types of automatic transmission. Whilst some of these appeared to work reasonably well on fairly level roads, under hilly delivery conditions excessive heat build-up proved to be an insurmountable problem, partly aggravated by the inability of fully-laden test vehicles to move away from a standstill on steep gradients.

The ideal of a true two-pedal control for this range is still very much the aim of its originators, but the wherewithal for reaching this goal is not yet within their grasp.

Coals to Newcastle?

NORMAL user applied for by a North Western haulier: "Alcoholic drinks for local distillers within 50 miles radius of base."

Sm-o-o-o-th

THE suspension of the recently introduced Renault 4 and 4L cars is really quite remarkable, as was demonstrated last week when the British company held a Press Day at The

Wentworth club. It was possible to drive at speeds well in excess of 30 m.p.h. over rutted and pot-holed cart tracks without the occupants of the car being aware of the true roughness of the surfaces over which they were travelling, whilst the steering layout of this intriguing Renault design makes it simple to hold the vehicle on course.

Unfortunately, the vehicle is not produced in van form... yet.

Lost Property

OF the 4,070 articles left on Rotherham Corporation buses last year, 2,622 were left unclaimed. The total included a frying pan, a Christmas tree, an eiderdown, a deckchair, an



"No you clot. You use the roads!"

Prichard



The man from Listers who was destined to add to the Perkins story.—Mr. Monty Prichard.

farther East. He won the Military Cross and was three times mentioned in dispatches. In January, 1946, he was demobilized with the rank of Lieutenant-Colonel as C.R.E. of a division.

By The Hawk

electric fire, and a set of snooker balls. There were also 1,414 pairs of gloves, 514 purses and handbags, and 392 umbrellas.

What: no false teeth?

Strike Moral

A RECENT drivers' strike proved to be the last straw for Intertown Suburban Lines—a bus company which served 12 Detroit suburbs and carried 25-30,000 passengers daily. Profits had been falling over recent years, and the strike finally decided the company to close down. No prizes for guessing the moral to this little tale!

Production Must Rise

SPEAKING to the Press recently, Mr. L. G. T. Farmer, vice-chairman of the Rover Co., Ltd., said that the advent of the Common Market would mean a considerable revision of ideas, and this was meant generally—not just from the Rover viewpoint. Mr. Farmer felt that the need to increase exports was greater today than it had been at any time since the war, and that if Britain didn't increase its overseas business our standard of living would decline.

Rover were pulling their weight, however, he said. The demand for Land-Rovers continued to rise—73 per cent. of all sales being overseas—and plans were in hand to increase production still further. Rover's new factory in South Wales will not, I understand, be devoted to the production of Land-Rovers, as was originally thought. Various sub-assemblies will be made there, as will the majority of spare parts.

He spent a year reorientating after the war, and then went back to work with Lister-Blackstone. The group gave him the job of establishing a new company covering Ceylon, Malaya, Dutch East Indies, Borneo and other Far Eastern territories, for the exploitation of Lister-Blackstone products and those of other British concerns who had appointed the new company as agent. In 1950 he was recalled to take charge of Blackstone and Co., Ltd., of Stamford. Three years later he joined the board of the parent company, R. A. Lister and Co., Ltd., running the main factory at Dursley, amongst other duties in the group as a whole.

From apprentice to senior executive. The wheel had turned once full circle. Firmly attached to its wide-orbiting rim, Monty Prichard had gathered impressive experience. He had been involved in every side of the industrial diesel engine game. He had worked in sales, in service, on big engines and small ones, in power-houses, in factories. "I had, in fact, had executive experience in every aspect of the business other than accounting."

Jack-of-all-Trades

He was ready to become what he describes himself as today—"a five-eighths-inch engineer and a Jack-of-all-diesel-trades."

The Perkins story of development and growth, and the tang of massive potential pervading the company, had fascinated him for more than the year during which he ran Dursley for Listers. The opportunity to join in at the end of 1953, as personal assistant to chairman and managing director Frank Perkins, was welcome. In less than a year it was obvious that the man from Listers was destined to add to the Perkins story. Appointed then director of engineering, late in 1954, he became in 1956 deputy managing director and in 1957 joint managing director with Frank Perkins. When Massey-Ferguson took over Perkins in February, 1959, Monty Prichard became sole managing director. He speaks with respect and affection of Frank Perkins, whose vision and purpose made Perkins what it is today.

As a man he is a youthful mid-forties, fast-moving, fluent, pleasantly incisive. One imagines he has an "observant ear." He knows where he and Perkins are going. He certainly has a sense of humour, which is not restrained at Peterborough.

Forward-looking Company

"Perkins is fun. Fun and humour assist in the sharing of problems and the build-up of the team. Perkins is a forward-looking company. While we concern ourselves with next year's profits, we think much more about not making a loss in five years' time."

Relaxation on the job necessitates little strenuous effort to relax away from it. Monty Prichard is a family man (boys of 18 and 16 and a girl of nine), living 12 miles from his plant, but only for eight months of the year. For the other four he is travelling, generally by air, to wherever Perkins interests pull him. He likes meeting people, he likes being with his family. Hence the company and the family can genuinely be his hobbies.

Until he was 40 he played hockey, now he plays a little tennis. On holiday, boats appeal, and he enjoys driving his 3.8 Jaguar.

But more than anything, one guesses, he enjoys the prospect of driving Perkins into its limitless future—slightly militarily, but wearing his engineer's suit.

K.H.B.

B11

Rates—Government Must Help Says R.H.A. Chief

THE road haulage industry was another example of what must be one of the main temptations for any government. They found themselves with a problem affecting one industry, and in seeking a solution disturbed another industry which up to that time was happy in having no problems. This was stated by Mr. J. B. Mitchell, national chairman of the Road Haulage Association, in Brighton at the R.H.A. Conference banquet on Wednesday evening. A full report of the conference starts on page 376.

The industry provided the service the public wanted at a reasonable price and would continue to do so, said Mr. Mitchell. They would continually improve upon that service unless deliberately prevented. Yet hauliers found that they were threatened, either clearly or obscurely, by actions that may have been prompted by good intentions, in that they were designed to improve some other part of the economy. The imposition of the extra 3d. per gallon on the tax on liquid fuel was an example, in that it affected one of the country's vital industries.

Extra costs sooner or later had to be passed on to their customers in trade and industry. For the moment members of the Association, except where it has been found absolutely necessary, had not passed on this tax increase. Moreover, if the Chancellor could see his way, before the end of 1961, to remove this particular imposition this may not be necessary.

Plain Invitation

Mr. Mitchell added that he hoped this plain invitation would not be ignored. If the Chancellor wished hauliers to help him it was not unreasonable to ask him to help them in return.

Parliament would shortly be discussing a Bill designed to improve the lot of the railways, Mr. Mitchell added. Whilst this was not something which hauliers would oppose for the sake of opposing, they would like to impress on Mr. Marples that he should avoid including in his Bill clauses that might react unfavourably upon road haulage merely to bolster up a form of transport that was gradually declining.

Approach to Congestion

Similarly, this was the Association's approach to any measures designed to improve the road traffic situation pending the completion of an adequate road system. It was too easy to suppose that the traffic problem could be solved by imposing more and more restrictions on the use of goods vehicles. Whilst they were confident that the Minister appreciated the point, a reminder at the beginning of a new session of Parliament would not be unreasonable.

There was also the projected Road Traffic Bill. It had not been possible to pass the original measure during the last session of Parliament and Mr. Mitchell paid tribute to Lord Teynham for the useful amendments which he helped to put forward in the House of Lords. They hoped that in the framing of the new Bill the Government had taken account of the details and informed criticism already put

forward. By insisting on this qualification for a period of six months for three convictions for certain comparatively minor offences, the Government might well deprive hauliers of some of their best drivers.

Commenting that this was the first conference during which they had ample reason for referring to the transport situation in other countries, Mr. Mitchell said that if Britain did enter the Common Market they would like to urge that the claims of road haulage should not be neglected.

He suggested that it was now time to set up a special section at the Ministry of Transport to deal specifically with international transport problems which entry into the Common Market would make so much more important. Whilst appreciating efforts that had been made in the past, he felt that this suggestion would go a long way towards meeting the greater requirements which would appear in the future.

Call for Road Building Speed-up

"IF roads continue to be developed at their present speed, we shall achieve an absolutely stationary transport system," Mr. D. G. Stokes, president of the Society of Motor Manufacturers and Traders, said this on Tuesday at the S.M.M.T. annual dinner, in London.

He welcomed the U.K. application to join the Common Market as he would any effort to promote free trade.

The guest of honour was Mr. F. J. Erroll, President of the Board of Trade. He said the Government would like to do more on building roads, but could not at the present time.

SCOTTISH FIRST

WHAT was officially designated the first commercial vehicle to come off the line at the new B.M.C. factory in Bathgate, was driven by the managing director of B.M.C. (Scotland), Ltd., Mr. K. H. J. Sinnott, last Friday.

B.R.S. Pay and Hours Talks Next Week

FROM OUR INDUSTRIAL CORRESPONDENT

A 42-hour week and 3 per cent. pay increase for B.R.S. workers will be discussed at a meeting next week between the unions and the board of management. This, if awarded, would bring B.R.S. into line with workers in A- and B-licensed haulage concerns, whose award was reported last week.

It is not expected that B.R.S. will refuse the demands. They have always, in the past, followed R.H. Wages Council awards, and it appears that the Government feels it cannot afford possible disruption of B.R.S. by enforcing its wages pause there, in view of its decision on haulage pay.

NEW DENNIS TANKER

A new compact 1,400-1,800 gallon tanker chassis was announced this week by Dennis Bros. Ltd. Named the Delta, it is designed to negotiate awkward and narrow entrances with low archways, as are often found when making bulk deliveries in congested areas. Developed in co-operation with Shell-Mex and B.P., Ltd., it has a cab with doors placed forward of the front axle and a low step height to allow easy access from either side of the vehicle. The power unit is a B.M.C. 5.1-litre diesel engine. An illustrated description will appear in next week's issue.

Haulier "Set out to Defraud," Says J.P.

FINES and costs totalling £93 11s.

were imposed at Lewes magistrates' court day on Brendan Paul Caffrey, 30, of Fort Road, Newhaven, Sussex, who pleaded guilty to failing to comply with the conditions of a carrier's licence (14 offences committed at Newhaven between February 21 and March 10); using a goods vehicle for the carriage of goods for hire or reward without a licence to do so (18 offences committed at Newhaven between February 21 and March 20); using a vehicle without an excise licence at Newhaven on July 12 and failing to notify ownership of the vehicle when he became the owner.

He pleaded not guilty to fraudulently altering a registration book, although he said he did so unintentionally.

Registration Book Altered

He was fined £2 in respect of each of the 32 summonses relating to the carrier's licence offences; £20 for altering a registration book; £1 for using an unlicensed car and £1 for failing to notify change of ownership, with £2 6s. costs and five guineas advocate's fees.

The chairman, Brigadier J. A. E. Tillard, told Caffrey he had deliberately set out on a series of frauds, taking work from registered hauliers. He had also deliberately changed his registration book in the hope of getting away with it and for these offences he could have been sent to prison.

Caffrey said he had "just let his hand wander." If he had intended to alter the book he would have altered both the dates in it.

Hauliers Set Up a Licensing Probe

FROM S. BUCKLEY AND N. H. TILSLEY AT BRIGHTON

THE Road Haulage Association has set up a committee to consider whether the present licensing system needs alteration, and to report recommendations to the national council. This was announced by the national chairman of the R.H.A., Mr. J. B. Mitchell, in answer to a question by *The Commercial Motor* on Monday evening, at the opening of the association's annual conference. A full report of the conference starts on page 376.

These were the questions we put, and the answers received:—

There is increasing talk about the possibility of altering the present licensing system. What is the R.H.A.'s official attitude?

In general, although not by any means in every particular, the present licensing system is not inimical to the interests of the greater part of the road haulage industry. The rigidity of the system as applied, however, has to some extent restricted the natural and orderly expansion of professional road haulage.

At present the R.H.A. has no specific plans for proposing major alterations in the structure. Nevertheless, there are many possibilities (including, for example, the request to join the Common Market), which are bound to have licensing repercussions. For this and other reasons the national council of the R.H.A. has decided to appoint an *ad hoc* committee, consisting of one representative from each area, with the following terms of reference:—

"To ascertain from area committees and functional groups the respects in which the licensing system should in their opinions and in the light of present and anticipated developments be amended; to consult with such interested parties as they may think proper on these matters; and to report, with recommendations, through the executive committee to the national council."

If, as a result of this country being accepted as a member of the Common Market, it became necessary to allow Continental hauliers to operate in Great Britain, what would be the R.H.A. policy on such a proposal?

There would be no objection in principle, provided there was full reciprocity so that what operators might lose on the domestic swings they would gain on the Continental roundabouts. Naturally, agreement would have to be established in advance on the terms and conditions under which operators in one country should be allowed to ply for hire and reward in another.

Would the R.H.A. like to see a 40 m.p.h. speed limit for all goods vehicles, thus bringing them into line with public service vehicles?

In an industry with such varied activities as road haulage there is no particular virtue in a specific figure for a speed limit. In making up their minds the Ministry of Transport have a wealth of technical knowledge at their disposal, and the R.H.A. are waiting for the

proposals of the Ministry before making their own decisions.

Is the R.H.A. in favour of a 28-ton gross vehicle weight for goods vehicles, instead of the present 24 tons?

Yes, in principle. We appreciate the problem presented by the weight limitations on bridges but look forward to a steady, if not rapid, improvement as the Government's road programme makes progress. On this point Britain is well behind most Continental countries.

Is the Association considering promoting any further national advertising campaigns on behalf of private enterprise hauliers, as was carried out before the last General Election, in order to publicize the facilities offered?

A national advertising campaign is not ruled out, but is not contemplated at present.

Does the R.H.A. feel that movement of freight by air or hovercraft constitutes any sort of danger to the livelihoods of road hauliers?

The carriage of freight by air is now controlled by a licensing system and hauliers have the right to object if they choose to exercise it. In Britain, air goods transport seems unlikely to become a serious competitor to either road or rail. Hovercraft using waterways and special tracks would have to put up with the same disadvantages as the canals and the railways, and in particular would not be able to provide door-to-door delivery. If hovercraft were made so that they could use the roads, the operators would be hauliers and would presumably be subject to the licensing system.

Is rate-cutting at all prevalent, and is it any worse or any better than the situation that existed a year ago?

It is hardly possible to give a clear answer to this question. In a competitive society, and a highly competitive industry, a cut in rates may be no more than a sign of health. On the other hand, the operator who consistently charges less than a fair price will ultimately go out of business.

We believe that most of our members run efficient, well-maintained and well-manned fleets. Our aim is to make this true of every haulier. Once this has been achieved, it will become apparent that the proper standard can be reached only by charging rates that do not fall below a certain minimum. In this way the rates problem could be solved to the satisfaction of everybody.

LIAISON WITH B.R.S.

Two of Mr. Mitchell's answers to questions dealt with liaison with British Road Services. The R.H.A., he said, had been liaising "on the side" for some time on wages matters. Both sides would be very willing to work together on wages, but the law would have to be altered first. He was also asked: "Would it not be possible for closer liaison with B.R.S.—they want rates increased just as much as the R.H.A. does?" Mr. Mitchell replied that in most parts of the country, the two bodies do work closely together on rates questions.

Americans Buy into Henschel

AN American consortium has taken over 44 per cent. of the capital of the West German goods vehicle manufacturer, Henschel Werke, GMBH. Henschel earns a third of its turnover from goods vehicle sales, and recently announced that it was linking with the French manufacturer, SAVIEM.

The American consortium consists of the Yale University Fund, the General Tire Pension Fund, the World Wide Fund, the Morgan Guaranty Trust, Burnham and Co. (a broker's firm) and the private firm of Joseph R. Nash, as well as others.

C-licensee and Drivers Fined

AN on-the-spot check of a van at Bridport led to examination of the records of the Somerset Bacon Co., Ltd., of Taunton, and the issue of 104 summonses against the company and 14 of the drivers.

The drivers were summoned for driving for an excessive number of hours, failing to keep proper records, and not having the necessary rest periods. Those allegations against the company were for permitting the irregularities.

After an all-day hearing at Taunton magistrates' court last week, 36 summonses, on which not guilty pleas had been entered, were dismissed. Fines in respect of the others amounted to £68 for the company and £34 for 13 drivers. The company was also ordered to pay £22 15s. costs.

For the Ministry of Transport, Mr. D. J. Cooper, said that it appeared that the secretary of the company, Mr. Charles Wright, had been ill at the time when the company was expanding and taking on new drivers and there had not been sufficient supervision. He had been "shocked" at the disclosures and had taken steps to see that records would be properly kept in future.

FEWER PICK-A-BACKS

PICK-A-BACK services (semi-trailers mounted on railway wagons) in the U.S. during the year ended September 30 increased by only 4.1 per cent. In 1959-60 the increase was nearly 40 per cent.

Men in the News

Mr. G. W. Turner has been appointed resident representative at the King's Lynn office of Bowmaker, Ltd.

Mr. P. E. Jordan has been appointed general manager of the northern sales division of Kerry's (Great Britain), Ltd.

Mr. A. W. Kingwell and **Mr. C. A. Gammon** have been appointed sales representatives in the London area for Atlas Copco (Great Britain), Ltd. **Mr. W. Beaumont** and **Mr. H. Fellows** have been appointed sales representatives in the Leeds and Midlands areas respectively.

Mr. E. Crisp has been appointed general sales manager of Aerostyle, Ltd., after 35 years with the firm. He started at the age of 15 as a warehouse assistant and messenger.

Mr. Trevor Chinn, 26, has been appointed deputy managing director of the Lex Garages Group of which his father, **Mr. Rosser Chinn**, is joint chairman and managing director.

Mr. F. B. S. Harby, former car sales manager of the Ford Motor Company, has joined the British Motor Corporation, Ltd., as assistant to **Mr. C. W. Baker**, co-ordinator of home marketing.

Mr. K. S. Robinson has been appointed general manager of the Marshall group of companies. He has been with the group for three years as manager of B. Keetch (Hauliers), Ltd., and Transport Repairs (Bulwell), Ltd.

Mr. A. E. Dray (General Sales Manager, Dagenham); **Mr. D. W. Parfitt** (General Manager, Ilford) and **Mr. W. E. Burns** (General Manager, East Ham) have been appointed directors of W. J. Reynolds (Motors), Ltd., Dagenham, with effect from July 1 last.

County Alderman C. Feakin has been appointed a member of the Transport Users' Consultative Committee for the East Midland Area until May 31, 1962, as a representative of local authorities in place of **County Councillor Mrs. C. Whiteley** who has resigned.

Mr. E. A. Falkner has been appointed to the board of Hairlok Laboratories, Ltd., of Chiswick, London, the design, development research and testing division of the Hairlok Co., Ltd., of Bedford and London. Formerly research manager, he has been with the company for 12 years.

Mr. D. St. Clair McBride has assumed control of all public relations and publicity of Tyresoles, Ltd., and **Mrs. M. Webb** has been appointed assistant public relations and information officer. **Mr. I. D. C. Ballard** has been promoted to the position of London Region sales manager and **Mr. C. Olliff** is to become sales development manager. **Mr. C. D. Tait** becomes area sales manager, north region, and **Mr. B. R. Harris** takes over in the same capacity in West London.

Mr. H. F. Jaggard has been appointed sales manager of Ken Smith (Trailers), Ltd.

Mr. A. H. Podesta has been appointed sales manager of Vacu-Lug Traction Tyres, Ltd., Grantham.

Mr. B. Gerards has been appointed fleet sales manager of Spurling Motor Bodies, Ltd., at their head office at The Hyde, London, N.W.9.

Mr. G. J. Manners, a technical representative of Joseph Lucas (Export), Ltd., was due to leave London yesterday for a technical training tour of the Far East.

Mr. C. D. W. Andrews has retired after 27 years as mechanical superintendent at the Kettering depot of the United Counties Omnibus Co.

Mr. N. Ross is taking over traffic and transport administration at the Cardiff branch of Ross Garages, Ltd., on November 1. He is succeeded as the company's Sheffield manager by **Mr. J. R. Organ**.

Mr. J. E. Hampson, deputy secretary, Ministry of Transport, and **Mr. I. E. Thomas**, deputy chairman, Metropolitan (Perth) Passenger Transport Trust, have been elected members of the Institute of Transport.

Mr. G. N. Simmons, formerly with Guy Motors, Ltd., has been appointed service manager of Shaw and Kilburn, Ltd., Western Avenue, London, W.3, in succession to **Mr. J. E. Stone** who has taken up a new appointment in the company.

Mr. J. T. Davenport has been appointed general manager of Sheepbridge Equipment, Ltd. (Foundry Division), Chesterfield. **Mr. W. McLelland** succeeds Mr. Davenport as mechanical manager of Sheepbridge Alloy Castings, Ltd., Sutton-in-Ashfield, Notts.

Mr. W. H. Rigg has been appointed managing director of Firth Cleveland Tools, Ltd., and will operate from the company's Tipton Works in Staffordshire. He has been managing director of Revo Electric Co., Ltd., for the past three years and was associated for many years with the Duport group of companies.

Maj. Eastwood Calls for an Inquiry

MAJOR F. S. Eastwood, chairman of the Yorkshire Traffic Commissioners, in Sheffield on Monday adjourned an application by one of the oldest colliery bus services in the country so that it could be investigated.

He said that he would call for an inquiry under his direction into the operation of Booth and Fisher, of Halfway, nr. Sheffield, respecting services they operated between Eckington and Markham collieries.

East Midland Motor Services and Chesterfield Corporation objected to the present licence for the services being changed from express to stage carriage.

During the hearing it was explained that Booth and Fisher took over the service under defence permit regulations during the war and were still operating it under those conditions, even to carry "directed" miners free. Mr. Fisher said the Coal Board charged miners 3s. 6d. per week, plus 1s. 6d. subsidy, but he only received 1s. 6d. per mile plus percentage increases. He had no control over the fares and carried miners on permit.

He agreed with Mr. W. R. Hargraves, for the objectors, that these fares were very much sub-standard. They were fixed before the war. Major Eastwood said obviously there must be discussions between all the parties concerned before a very complicated situation could be resolved.

He Just Didn't Know

AN applicant, in business as a haulier for 35 years, told the Western Licensing Authority, Mr. S. W. Nelson, at Bristol last week he was unaware he could not carry goods "for hire or reward" in respect of a company of which he was a shareholder.

Mr. E. Nobes, of Chipping Campden, Glos., asked for a variation of conditions to enable him to carry goods for North Cot Brick and Tile Works, Ltd., and Littleton and Badsey Growers, Ltd., within a radius of 30 miles.

This was granted in respect of North Cot, who supported the application, but Littleton and Badsey were omitted as they were not present to give evidence

Forthcoming Events

October 18-28.—Earls Court Motor Show.

October 24-27.—Royal Dairy Show, Olympia.

October 28-November 3.—Turin Motor Show.

October 31.—British Electrical and Allied Manufacturers' Association Dinner, Grosvenor House, Park Lane, London.

November 10-12.—Scottish Show, Kelvin Hall, Glasgow.

November 13-16.—National Maintenance Conference and Exhibition, Central Hall Westminster.

1962

February 22-March 4.—Amsterdam Show.

April 7-8.—National Coach Rally, Blackpool.

April 30-May 5.—F.I.S.I.T.A. Ninth International Automotive Technical Congress, Church House, Westminster.

May 8-12.—Mechanical Handling Exhibition, Earls Court.

May 15-17.—Public Transport Association Conference, Harrogate.

May 29-June 1.—Institute of Transport Congress, Cardiff.

September 21-29.—Commercial Motor Show, Earls Court.

October 17-27.—Earls Court Motor Show.

Following are the provisional dates of Continental shows for 1962: Copenhagen—March 7-11; Geneva—March 15-25; Paris—October 4-14; Turin—October 31-November 11.

1,000th Routemaster for London Transport

OVER 300 guests attended a luncheon to mark the official handing-over of the 1,000th Routemaster double-decker to London Transport at the Southall works of A.E.C., Ltd., last Monday.

Lord Brabazon, chairman of A.C.V., Ltd., said he considered that London's bus services, which carried 7m. passengers every day, formed the greatest proving ground at the disposal of any manufacturer, and had considerable importance from an export point of view.

Mr. A. B. B. Valentine, L.T.E. chairman, said that people who relied on a public vehicle required, and deserved, to get the best ride that could be provided for them at a reasonable price, and the provision of this was London Transport's aim. The policy of standardization and strict interchangeability made possible a reduction in the number of spare vehicles in the fleet from 10 to 5 per cent.

Thirty-footer Shown

RM 1000 is of the standard 64-seat Routemaster design. Also on display, however, was an example of the 30-ft.-long 72-seater version of the Routemaster, shortly to be introduced on an experimental basis. Now designated RML, i.e., "Routemaster long," this vehicle was of particular interest by virtue of the unladen weight which, at 7 tons 12 cwt., is exceptionally low for a 30-ft.-long double-decker. The additional length has been obtained by means of a bay inserted amidships, immediately behind the gearbox, and has required a change to 10.00 x 20 14-ply front tyres in place of the 9.00 x 20 size long favoured in London.

FIATA Discusses Co-ordination

A PERMANENT secretariat of the International Federation of Forwarding Agents' Associations is to be set up in Geneva, it was decided at the FIATA world congress which closed in Vienna last Saturday.

The willingness to work in greater co-ordination with other organizations shown at the congress was typified by a resolution to come closer to the International Road Transport Union. It has already been decided that the two bodies should meet for talks in Düsseldorf on October 31.

Also recommended at the FIATA

Sir William and I.R.T.E. Finances

REFERENCE to the institute's first financial loss in its history was made by Sir William Black, president, at the sixteenth annual general meeting of The Institute of Road Transport Engineers in London yesterday.

"For the first time in our history, we didn't make ends meet," said Sir William. "Of course, this year was exceptional, with the cost of moving into new premises to contend with. It is the many extras

Lord Brabazon and Mr. Valentine, speaking to the driver of the 1,000th Routemaster, Mr. E. T. Bonny, who has been a London Transport employee for 50 years.



T.R.T.A. President Warns of Dangers of Complacency

A WARNING that complacency on the part of operators of C licence vehicles was dangerous was issued by the president of the Traders Road Transport Association, Mr. K. C. Turner, when he addressed the West Riding of Yorkshire Divisional Committee of the Association.

There was clear evidence, said Mr. Turner, of a growing volume of public opinion against the commercial vehicle which was being blamed for traffic congestion, noxious fumes and causing danger through insecure loads, to name only a few of the "crimes" laid at the door of the commercial vehicle.

To the private motorist fuming in a line of vehicles headed by a slow-moving truck it meant little that the truck was carrying a commodity essential to his

well-being. This attitude could condition the general public to accept restrictions on C-licensed vehicles which affected the economic distribution of goods to an alarming degree without any corresponding betterment of traffic conditions in densely populated areas.

Hauliers Fined for Licence Offences

ALFRETON magistrates last week imposed fines which, with advocate's fees, totalled over £100, on four local haulage contractors and a driver for licence and records offences.

John Henry James Roberts, of Dorothy Gardens, Pimlico, Ilkeston, was fined £1 on each of 15 charges of using a lorry without a proper licence. He pleaded guilty and was ordered to pay three guineas advocate's fee.

Ernest Richardson, of May Street, Ilkeston, was fined £1 10s. in each of the 15 cases for aiding and abetting Roberts and was also ordered to pay three guineas advocate's fee.

Richardson, who pleaded guilty, was also fined £1 in each of 11 cases of using a lorry without a proper licence and was ordered to pay a further three guineas advocate's fee.

Aided and Abetted

Eric Chadwick, of Granby Street, Ilkeston, was fined £1 10s. on each of 11 charges of aiding and abetting Richardson. He pleaded guilty and was ordered to pay three guineas advocate's fee.

George Maurice Pegg, of Alfreton Road, Little Eaton, was fined £5 on each of two charges of failing to cause records to be kept and was ordered to pay a similar advocate's fee.

The driver, Michael Emerson, of Somercotes Hill, Somercotes, was fined £5 on each of two charges of failing to keep records and a further £5 for driving an excess number of hours. He was also ordered to pay three guineas advocate's fee.

L.A. Reverses a Negotiating Committee Agreement

AFTER F. V. Carroll and Son, Ltd., the London Airport carriers, of Isleworth, Middlesex, had agreed at a Road-rail Negotiating Committee to reduce the conditions sought for two B-licensed vehicles that they wished to add to their fleet. Mr. D. I. R. Muir, the Metropolitan Licensing Authority, caused the application to be heard at a public inquiry last week because the amended conditions were in conflict with an undertaking given by the firm earlier this year.

The explanation given was acceptable to the Licensing Authority, and the grant made was for the original wider conditions sought by the applicants.

Mr. M. H. Jackson-Lipkin, for Carroll's, said that in May the L.A. had considered the whole of the applicants' licences, which had been unsatisfactory both to him, his staff and the company itself. There had been a comprehensive examination which had resulted in the removal of a variety of different conditions and their replacement by one which broadly permitted all vehicles to collect and deliver, within 30 miles of London Airport, and move air freight to and from London Airport and diversionary airports.

Mr. F. V. Carroll, managing director of the company, told the Licensing Authority that he had agreed to the modification only under protest. He did not want to break his undertaking and it had been explained fully to the committee, but they were "not interested." The two vehicles were to be painted in the customers' own colours and were on a five-year contract.

Mr. R. C. Oswald, for the British Transport Commission, contended that Mr. Carroll was wrong in maintaining that he had been forced to sign the agreement. Replying, Mr. Jackson-Lipkin said that Mr. Carroll may not have been forced, but was under duress. The Licensing Authority intervened to say that he thought that the applicant felt "pretty well compelled" to agree.

Giving his decision, Mr. Muir said that simplification of Carroll's conditions had been agreed after full discussion with everybody concerned. It had been in the interests of everybody and accepted by all. There was no reflection upon the Road-rail Negotiating Committee, who generally did a useful job of work, but he sincerely hoped that in similar circumstances in the future there would be more adequate briefing of those who attended. There had been some misunderstanding and lack of communication. Had it been otherwise, he felt sure that there would have been a different result arising from their meeting.

More Load—Less Braking Power

IF a vehicle is carrying a greater load than that specified by the manufacturer the maximum braking force available is materially reduced. Operators frequently buy vehicles with a rated capacity below that of the load they intend to carry and this practice can be dangerous.

This warning was given by Mr. G. R. Atkinson, senior technical officer, Ministry of Transport, West Midland Traffic area, at a meeting of the Traders' Road Transport Association, Potteries area, last week. Vehicle makers, he said, specified the highest rating compatible with safety. A typical 7-tonner, for example, was capable of carrying 10 tons, but if it were loaded to the upper limit, a high proportion of the maximum braking effort would be lost.

Mr. Atkinson referred to the opinion of many operators that hand brakes were inefficient and emphasized that adequate efficiency could be obtained by proper adjustment at suitable intervals. The hand brake had to be capable of stopping the vehicle if the foot brakes failed, and it was unlikely that there would be a relaxation of this regulation.

In a short analysis of common faults found during spot checks by M.O.T. vehicle examiners, Mr. Atkinson said that most defects affecting safety could have been rectified by careful attention to "tightening up." Careful attention to minor defects often obviated develop-

ment of more serious faults. A complete check of all those components on a vehicle, defects in which could impair its safety on the road, normally occupied an examiner about 20-30 min.

Faults in braking systems, steering gear and suspension components were the most common causes of prohibition orders being issued by M.O.T. examiners. It was not possible to make a general statement regarding the degree of wear which could affect safety in various categories. The individual examiner was responsible for deciding the wear allowable in every case in accordance with the type of vehicle being checked by the examiner.

Although relatively few accidents were directly attributable to mechanical faults, a badly maintained vehicle was often difficult to control in an emergency. Good maintenance would, in many cases, have enabled an accident to be avoided that, in the event, was attributed to another cause.

Reverting to hand brakes, in reply to a question, Mr. Atkinson said that, in general, the foot brake system was required to give an efficiency of 50 per cent., while the hand brake was regarded as satisfactory if it afforded an efficiency of 30 per cent. Tests were normally made at 20 to 30 m.p.h. The excuse that poor braking resulted from a heavy load was not valid.

NEW GUY COMPANY

The new trading company for the supply of Guy vehicles will be Guy Motors (Europe), Ltd. As reported last week, Jaguar Cars, Ltd., purchased Guy Motors, Ltd., and intend to compulsorily wind-up that company.

Conviction as Reason For Application

ONE of the main reasons why he wanted to extend the conditions of his B licence in respect of two vehicles was that he had been recently convicted for operating outside his normal user, admitted Mr. C. Gordon, Sutherland Road, Longtown, at Hanley last Monday.

At the moment, he said, one of the vehicles in question was allowed to carry coal within seven miles of base and the other within 15 miles. He wanted them both to be authorized to carry coal within 35 miles.

Mr. J. Else, the West Midland Licensing Authority, suggested that the customer should use hired transport to carry coal within seven and 15 miles radius, and employ their own vehicles to go outside this allowance. He suggested that the only reason for the application was that the vehicles had been running to Shrewsbury which was outside their normal user, and Mr. Gordon agreed.

It was essential, continued Mr. Else, that the business should be properly organized, and there was no evidence to justify any increase in radius. In any event, the applicant had been convicted earlier this month and fined £105. This was not an encouraging background to a Licensing Authority, therefore he must refuse the application.

Micrograms

Rootes for Venezuela: Rootes Motors have bought 100 acres of land in Venezuela in order to build a factory there.

Safe Driving Awards: Nearly 12,000 London Transport drivers qualified last year for Road Operators' Safety Council awards.

Atlanteans Pass Milestone: Leyland Motors, Ltd., this week produced its 1,000th Atlantean rear-engined, double-decker bus chassis.

Service: A new station for Boxall and Collins, Ltd., was officially opened in Crawley, New Town this week by General Sir Nevil Brownjohn.

Opened: The new head office building of Bowmaker, Ltd., in Bournemouth, was officially opened by the Mayor, Councillor D. S. Scott, last week.

No Trader: Stated to have been mounted on a Thames Trader, a Tunny mobile crane, shown in the October 6 issue of *The Commercial Motor*, was, in fact, mounted on a Bedford chassis.

Full Details: The 1962 edition of *The Motor Specifications and Prices of British and Foreign Cars* was published by Temple Press Limited on Wednesday. The book (price, 1s. 6d. net) contains full specifications and prices of all cars on exhibition at the London Motor Show.



Integral Bodywork on Dyson's Latest

INTEGRAL bodywork by Duramin Engineering Co., Ltd., is employed on the latest range of Aerovan boxvan semi-trailers from R. A. Dyson and Co., Ltd. Full details of the various standard models available have not yet been issued, but it is known that single, twin-oscillating and tandem-axle semi-trailers are included.

In the majority of cases, air suspension and drum brakes are standard, with leaf-spring suspension and disc brakes as options. Also included in the standard range are versions with single-skinned

Increased Rates for Beet Proposed

THE South Yorkshire Area Livestock and Agricultural Functional Group of the Road Haulage Association has recommended that rates for carrying sugar beet be increased by 7½%, with the proviso that if the wage increase at present under consideration becomes effective there should be a further increase of 2½%.

The group points out that rates were not increased last November in accordance with an association recommendation as contracts had already been entered into.

(Above) The semi-trailer for Bass, Ratcliff and Gretton, Ltd. (Left) A view of the interior of the box body.

bodies and interior or exterior posts, and double-skinned bodies with or without insulation. Refrigeration equipment can be incorporated if required.

High-tensile aluminium alloy is used throughout the integrally constructed body. The underframing incorporates full-depth diagonal bracing members and is reinforced at the attachment points for the running gear. Body construction of all models in the range is basically the same; differences are in overall dimensions, tyre equipment, floors, loading apertures and interior fittings.

In addition to the standard variations, it is said that alterations can be incorporated to suit an operator's particular requirements.

The first of an order for a number of the new Aerovans has recently been supplied to Bass, Ratcliff and Gretton, Ltd., through Ryland Garage, Ltd., Birmingham. This unit is intended primarily for the distribution of canned beer from the company's Burton brewery, but is also suitable for the transport of beer in casks of varying sizes.

Air Suspension

Running gear employed is the Dyson Aeroride tandem-axle air-suspension bogie, which is fitted to a pressed-steel sub-frame as a unit. Dunlop disc brakes are used, operated by a two-line air-hydraulic system. Tyres are 9.00-20 x 12-ply, and the landing gear is the twin-wheel, aluminium-alloy, vertical-screw type incorporating a two-speed gearbox.

Overall dimensions of the Bass Aerovan are 27 ft. 8 in. long, 8 ft. wide and 12 ft. 3 in. high, giving interior dimensions of 27 ft. 4 in. x 7 ft. 8½ in. and a height of 7 ft. 2 in. at the sides. Roller shutters are fitted at the loading apertures at the rear and on both sides of the body, and a number of translucent panels are incorporated in the bowed roof.

The sides and radiused front end are double skinned—the interior skin being of heavy-gauge light alloy, with the outer skin of lighter gauge panelling. Ryland Garage, Ltd., the suppliers of the units, laid a special floor to the body. This is of reinforced plastics impregnated with carborundum powder in the upper face to give a non-skid surface.

Perkins Hopes For American Market

SPEAKING in London last week shortly after his return from the U.S.A. and immediately prior to a visit to India, Mr. M. I. Prichard, managing director of F. Perkins, Ltd., revealed that he had every hope that by the end of 1962 four major commercial-vehicle manufacturers in the U.S.A. would be fitting Perkins 6.354 diesel engines in their production vehicles.

Already in the U.S. the White concern use 6.354 units, the present contract being worth £4m. a year, and it is possible that the adoption of this British unit by such a well-respected company has encouraged other American manufacturers to think seriously about the advantages of this Perkins engine, particularly when it is compared with the nearest equivalent U.S. types.

There are a number of Perkins 6.354 engines in the States undergoing rigorous comparative tests, and there are many signs that the results of these tests will fall in Perkins' favour.

New Companies

H. S. Wheeler (Transport), Ltd. Cap. £2,000. Dirs.: R. A. Wheeler, 1 Canal Street, Off Barrack Hill, Newport, Mon.; F. B. H. Wheeler, 254 Cromwell Road, Newport, Mon. Reg. office: 387 Corporation Road, Newport, Mon.

Omastrack, Ltd. Cap. £100. Subs.: J. Herbert and T. A. Herbert, 156 Strand, W.C.2. Sec.: T. A. Herbert.

P. and M. Hannon, Ltd. Cap. £100. Dirs.: M. Hannon and P. M. E. Hannon, 132 Howlands, Welwyn Garden City, Herts. Sec.: P. M. E. Hannon. Reg. office: 32 Beech Road, St. Albans, Herts.

E. K. Grose (Lostwithiel), Ltd. Cap. £1,000. Dirs.: D. C. Grose and J. E. Grose, Buckshead, Lostwithiel. Sec.: T. A. Herbert.

Reg Morris (Transport), Ltd. Cap. £2,000. Dirs.: R. J. Morris and B. J. Morris, Oak Tree Cottage, Husbands Bosworth, Rugby. Sec.: B. J. Morris. Reg. office: 13 Church Lane, Husbands Bosworth, Rugby.

Impex (Shipping and Forwarding), Ltd. Cap. £100. Dirs.: J. P. Boardman, "Newhaven," Ashleigh Street, Darwen; R. Lever, 8 Parkfield Drive, Tyldesley, Manchester; A. Thorley and G. Juller, Sec.: A. Thorley. Reg. office: 5 Norton Street, Salford, 3.

W. Lanham and Sons, Ltd. Cap. £10,000. Dirs.: W. C. Lanham and M. M. Lanham, Decoy Farm, Ormesby, Norfolk. Reg. office: Decoy Farm.

R. A. Wheeler (Haulage), Ltd. Cap. £2,250. Dirs.: R. A. Wheeler and J. C. Wheeler, 1 Canal Street, Newport, Mon. Sec.: J. C. Wheeler. Reg. office: 1 Canal Street, Newport, Mon.

J. C. Dockray (Haulage), Ltd. Cap. £2,000. Dirs.: J. C. Dockray and F. G. Dockray, 120 Knightthorpe Road, Loughborough, Leics. Sec.: E. Ashley. Reg. office: 120 Knightthorpe Road.

Kyrab's Transport Co., Ltd. Cap. £102. Subs.: A. Emsley, 68 Henconner Lane, Leeds, 7; J. P. W. Wood, West House, Church Street, Boston Spa. Dirs.: J. P. W. Wood, E. R. M. Emsley and D. M. Emsley.

Farther Coaches, Ltd. Cap. £500. Dirs.: F. S. Andrews, 36 Franklands Village, Haywards Heath; K. W. Andrews, 72a Church Road, Burgess Hill; L. Andrews, 151a Franklands Village, Haywards Heath. Sec.: G. R. Starr. Reg. office: 1 Pavilion Buildings, Brighton, 1.

W's Transport Services (Bromley), Ltd. Cap. £1,000. Dirs.: S. J. Whittington, 48 Lansdown Road, Bromley, Kent; R. C. Worboys, 36 Ash Row, Bromley, Kent. Sec.: H. C. Watson. Reg. office: 36 Mosslea Road, Bromley, Kent.

Load Transfer Devices for Semi-trailers

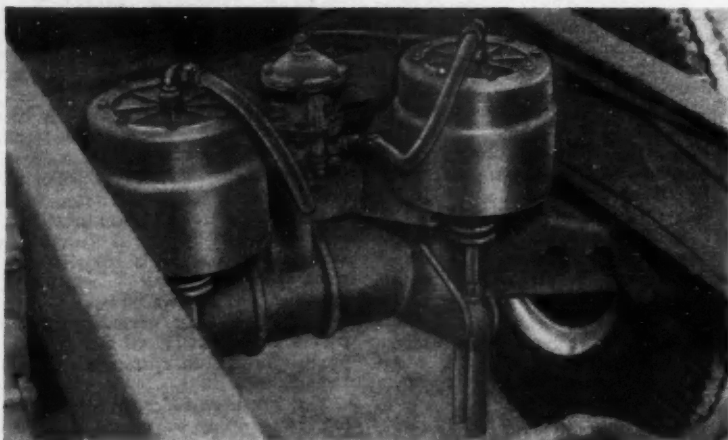
A MEANS of temporarily increasing the proportion of the load carried by the driving axle of a vehicle with a third-axle conversion is given by a new device announced this week by the York Trailer Co., Ltd., of Corby, Northants. Known as the Air Load Transfer, it is operated by air valve from the driving cab and operates in conjunction with the existing York third-axle conversion system. This was described and its application to a Bedford chassis road tested in *The Commercial Motor* of April 29, 1960.

The trailing wheels of the standard

surface causes one wheel to spin round.

The Air Load Transfer is normally arranged so that a maximum of two tons can be transferred to the driving axle, which means that, generally speaking, the legal nine-ton axle limit is not exceeded on the type of vehicle to which it is most likely to be fitted. A greater load transfer can be arranged when desirable for special conditions, however.

The list price is £60, plus £25 net for fitting. As an air supply is required the device can only be fitted to a chassis with air/hydraulic or full air brakes.



The York Air Load Transfer employs air chambers.

York third-axle system are not, in fact, mounted on a continuous axle, but on two stub axles mounted on the rearmost ends of rocking beams. These rocking beams are pivoted at approximately their mid-points on trunnion brackets attached to the frame.

At their front ends they are connected to the rear ends of the springs of the driving axle by means of shackles. The normal shackles connecting the rear ends of these springs to the frame are omitted, so that as the trailing wheels rise over a bump, the rocking beams tend to push the driving axle downwards, using the springs as levers.

This fact is exploited in the new device, as two air chambers are fitted so that each can exert a downward thrust on the forward side of one of the rocking beams when air is admitted, thus increasing the loading on the driving axle. A hand-control valve is mounted in the cab, together with two finger-operated valves marked N.S. and O.S., so arranged that air can be directed into either air chamber, or to both simultaneously.

Since the trailing wheels are independently sprung, it is possible to increase the load on one side of the driving axle where this is desirable if an uneven road surface or when a local patch of slippery

Primrose Use Hydraulics

BY pressing downward on the driving-axle springs of a 6 x 2 vehicle with orthodox rear suspension, at a point close to the balance beam connecting them to the trailing-axle springs, traction can be temporarily improved when wheelspin would otherwise occur. This is the principle of the Trans-Load device announced by Primrose Group Sales, of Whalley, Lancs. The force is applied hydraulically, by means of ram units attached to the frame. Hydraulic pressure is obtained from a manually operated pump mounted in the cab.

The device is primarily intended for use when the vehicle is unladen, and therefore more prone to traction difficulties. The method of operation is by a vertical pump lever, the normal operating pressure required being 40 lb. An automatic warning light is incorporated in the system and this is not extinguished until the release lever, situated at the base of the operating lever, is turned to the "off" position.

The price of the Trans-Load assembly fitted at the factory is £97 10s., but it may also be obtained in kit form at £85.

Orders and Deliveries

FOR THE HIGHLANDS: Six A.E.C. Reliance single-decker bus chassis have been ordered by Highland Omnibuses, Ltd.

OXFORD TO HAVE MORE A.E.C.s: City of Oxford Motor Services have ordered 13 more A.E.C./Park Royal Bridgmaster low-height double-deckers. They will have 27-ft. 8-in. long, 64-seater bodies with front entrances.

HELSINKI ORDERS LEYLAND: Helsinki City Transport has ordered 20 single-decker Worldmaster bus chassis worth over £70,000 from Leyland Motors, Ltd. Power-assisted handbrakes and A.C. generating equipment will be fitted and the buses will have Finnish-built large-capacity bodies.

EIGHT-WHEELER ORDERS: Orders for A.E.C. Mammoth Major eight-wheelers through Oswald Tillotson, Ltd., include six for M. James and Co., Ltd., of Coventry, four for J. Hemphill, Ltd., of Glasgow, and three for Cawood Wharton, Ltd., of Harrogate.

REFUSE COLLECTORS: Three Leyland Comet CS3.3R chassis fitted with 22- to 35-cu.-yd. Gibson Pendulum refuse-collecting bodies have been ordered by Glasgow Corporation. Bin hoist equipment will be incorporated. Belfast Corporation have ordered three Scammell 9-cu.-yd. semi-trailer tippers and a repeat order from the City of Westminster calls for a Scammell 18-cu.-yd. moving-floor refuse-collector semi-trailer.

RELIANCES FOR ALEXANDER: W. Alexander and Sons, Ltd., have placed orders for 30 A.E.C. Reliance single-deck passenger chassis for two of its three recently created operating subsidiaries. Eighteen vehicles are to be placed in service by W. Alexander and Sons (Northern), Ltd., for operation in the Aberdeen area, and 12 are to enter the fleet of W. Alexander and Sons (Fife), Ltd.

Four-headlamp Mixture From Lucas

A "MIXED" four-headlamp system has been introduced by Joseph Lucas, Ltd., and is on display at the London Motor Show. It consists of two 7-in.-diameter double-filament lamps paired with two 5½-in.-diameter units. Because of their larger reflectors, the 7-in.-diameter lamps have a greater efficiency in terms of light-flux collection than the 5½-in. double-filament assemblies used with the normal four-headlamp layout. This is claimed to give a better dipped beam.

BOOK OF CAR TESTS

THE 1961 edition of "The Motor" Road Tests, published this month by Temple Press Ltd., contains illustrated reports on 43 British and foreign cars road-tested by the technical staff of *The Motor* during the past 12 months.

SAFE DRIVING AWARDS

SUPERINTENDENT A. R. Johnson, of the Hull City Police, presented safe driving awards to drivers of the Esso Petroleum Company last week.

Pay Pressure Increases on London Transport

FROM OUR INDUSTRIAL CORRESPONDENT

PRESSURE on London Transport, aimed at "encouraging" them to make a pay offer to the London busmen, was stepped up last week. There were three moves, all clearly intended to show that the busmen meant business.

The first was a revolt, coupled with strike threats, over the new winter time-tables which reduced services by 1.3 per cent. of scheduled mileage.

This led to a hurriedly called emergency conference of representatives of 77 London Transport bus garages which, on the advice of the union leaders, agreed to postpone action until London Transport had replied to their pay claim.

Second came a two-day strike by 550 drivers and conductors at one garage, which immobilized 90 buses.

Thirdly, there were renewed demands for an independent inquiry into London bus travel. A statement from busmen's leaders accused London Transport of debasing the quality of its service.

It added that London Transport were debasing the quality of the service while increasing fares. Only a monopoly with the customer at its complete mercy could get away with "this sort of murder."

This line of argument—that they are acting purely for the benefit of the travelling public—was also used by the Southall strikers. Their leader, Mr. James

McLeod, declared: "The main issue is the sheer frustration we feel at the way members of the public are being treated by London Transport. When services are reduced, it is the bus crews that receive the brickbats and complaints from passengers."

But the real reason for their action became apparent when he added that crews stood to lose up to 14s. a week in overtime earnings as the result of the new time-tables.

In the light of the reply given to the railwaymen by the British Transport Commission last week and of the general climate during the Government wages pause, a turn-down must be expected. That is why union leaders have been laying special stress on the grave shortage of bus crews as an argument for special financial inducements.

But the impression is growing fast that, with the road haulage claim out of the way, it may again be the London busmen who will be chosen to lead the fight against wage restraint, as they did in 1958.



Merthyr Tydfil Corporation transport department recently placed this 30-ft.-long Leyland Titan with East Lancashire bodywork in service. One of a second order for eight similar buses, it seats 73 passengers and has a rear entrance. The chassis is of the PD3/4 type, with synchromesh gearbox and air brakes.

"Be Courteous, or Else" Warning to Crews

NEWPORT Corporation's bus crews have been warned that unless they are courteous to passengers stern action will be taken by the management. The warning follows complaints by passengers.

In a statement after discussing what they call "the behaviour of a minority of the platform staff towards the public," the Newport transport committee says: "The attitude adopted by some crews is far from courteous. In order to bring about a better relationship, each member of the staff will be advised of the concern

of members of the council and, unless a distinct change is shown, severe disciplinary action will have to be taken."

BY COACH TO MOSCOW

A NOTTINGHAM travel agent, Mr. Keith Cox, has applied to the East Midlands Traffic Commissioners to run coach services to Vienna and Moscow via Tilbury and to Esbjerg, Denmark, and Moscow via Harwich and Newcastle upon Tyne.

Mr. Hodgson Warns Small Bus Men

MR. C. R. HODGSON, chairman of the East Midlands Traffic Commissioners, told operators of illegal small bus services in the Corby area last week: "We will watch you more and more closely and every time you are caught you will be prosecuted. You are interfering with the adequate services provided by the United Counties Omnibus Company and causing them financial loss."

Mr. Hodgson gave this warning at a Northampton hearing to consider the application of Mr. J. MacDonald, of Worthing Road, Corby, for a road service licence to run three small bus services for the benefit of employees at three Corby works. Objections were lodged by the United Counties Omnibus Co. and the Corby Taxi Owners' Association.

Cross-examined by Mr. R. York, for United Counties, Mr. MacDonald agreed he had already run some of the services illegally, and that he had been convicted of doing so in April. He also admitted running services since April.

Mrs. Margaret MacDonald, wife of the applicant, declared that Corby buses were a disgrace and that was why Corby was such a taxi-minded place. Other witnesses agreed that the bus services were inefficient.

Mr. H. Howcroft, United Counties assistant traffic manager, said the present services were entirely adequate. If there was anything wrong with them they would put it right.

The application was rejected.

88 New Buses for Belfast

BELFAST Corporation Finance Committee has agreed to expenditure of about £640,000 on 88 double-deck buses.

The proposal to spend the money had been referred to the finance committee by the transport committee because of the recent increase in interest rates on loans and its effect on corporation expenditure.

It was pointed out by the general manager of the transport undertaking that the 88 trolleybuses being replaced had been in service for about 20 years and had almost reached the end of their economic life. It was essential that the changeover should proceed as quickly as possible. The bodies for the buses would be built in Belfast and this would provide employment for about 18 months.

LONDON'S WINTER PLANS

WHERE traffic warrants it and crews are available London Transport are prepared to operate extra buses outside the reduced winter time-tables introduced last week.

This was explained at a meeting between the London Transport Executive and the Central Road Services Committee of the Transport and General Workers' Union. London Transport gave an assurance that if the extra buses were being run regularly an early opportunity would be taken to incorporate them in a revised schedule.



A Bedford TK 4-ton chassis is the basis for this Luton van supplied by Arlington Motor Co., Ltd. to Fishpools, Ltd. Waltham Cross.

Second Addition for Newcomer

MR. P. E. G. WRIGHT, of Harpenden, Herts, who twelve months ago converted a contract licensed vehicle to a limited B, was granted further conditions by Mr. D. I. R. Muir, the Metropolitan Licensing Authority, after witnesses from local firms had said that B.R.S. facilities were not suitable for urgent export consignments at short notice.

Mr. A. R. Richardson, traffic manager of the Norton Grinding Wheel Co., Ltd., of Welwyn Garden City, said that ships had been missed on countless occasions.

Production and Exports Drop

DURING July this year both production and exports of new commercial vehicles dropped considerably below the totals for the previous month. Production showed the most noticeable decline from 48,065 in June to 37,202 in July—a drop of 10,863 units and the lowest figure since October 1960. This was almost entirely due to a falling off in goods-vehicle production.

A total of 15,340 commercial vehicles was sent overseas during July, compared with 17,016 during the previous month. However, export figures have been fluctuating a great deal over the past few months and the July figure is about average when compared with the year's highest and lowest totals of 17,923 and 13,212, respectively.

There had been long delays by British Railways in deliveries to Brussels Wharf, and the traffic had now been diverted to Hull. His own vehicles had been delayed from ten in the morning until six in the evening waiting to deliver a $\frac{1}{2}$ -ton load.

After hearing evidence by B.R.S. (Parcels), Ltd., the Licensing Authority said that he was only prepared to add the name of Norton Grinding Wheels to the licence and to extend the facilities authorized for the Murphy Chemical Co., Ltd., to include urgent collections in London as return loads.

Applications for Missing Vehicles

TWO applications, each for the same three vehicles, were unable to proceed in London last week when it was disclosed to Mr. D. I. R. Muir, the Metropolitan Licensing Authority, that one of the vehicles was useless after a collision and the other two had been sold for scrap after the death of the licensee.

Mrs. J. Abery, 10 Rugby Street, Holborn, W.C.1, the wife of the deceased operator, told the L.A. that her husband had died in August, 1960. Some time before his death he had started to work in partnership with a Mr. K. Jones of Marchmont Street, W.C.1. She had applied for a new licence in the name of the partnership shortly after the licensee's death.

Officers from the Authority's office called upon her, but as the husband had left no will and letters of administration had not then been granted, the new licence could not be authorized.

Mrs. Abery stated that she took an active part in the running of the business until her husband's death, but she had been surprised to learn when she arrived in court after discussion with Mr. Jones that the vehicles were no longer in the business.

Mr. Muir explained that without vehicles it was impossible for the application to continue.

PRODUCTION—JULY, 1961

Type	July	Jan.—July
Goods vehicles, tractors and special types		
Under 15 cwt.	21,883	150,808
15 cwt.—3 tons	5,669	47,096
3—4 tons	3,978	35,353
Over 4 tons	4,513	42,616
Total	36,043	275,875
Passenger vehicles		
Motorbuses, single-deck	995	8,972
double-deck	164	1,492
Trolleybuses	—	13
Total	1,159	10,477
Grand Total	37,202	286,352
Weekly average	9,300	9,543

NEW COMMERCIAL VEHICLE EXPORTS—JULY, 1961

Type	July		January—July	
	No.	Value £	No.	Value £
Goods vehicles, complete and chassis assembled and unassembled ..	14,197	9,895,602	102,994	68,420,145
Motorbuses and trolleybuses, complete and chassis ..	594	841,272	4,253	5,817,322
Road haulage tractors ..	58	84,181	570	992,348
Other descriptions, complete and chassis ..	86	202,596	864	2,282,707
Dumpers and dump trucks ..	—	504,577	—	3,240,401
Industrial trucks ..	—	292,265	—	2,277,522
Trailers ..	405	198,862	3,331	1,199,630
Totals ..	15,340	£12,019,355	112,012	£84,230,075

U.S. Production Down

OUTPUT of commercial vehicles by America's "big four" manufacturers—General Motors, Ford, Chrysler and Studebaker—Packard—totalled 598,942 during the first nine months of this year—a 16.8 per cent. decrease compared with the 720,868 units produced in the corresponding period last year.

General Motors' production fell from 386,125 to 286,464. The drop in Ford output was less severe, with 256,449 units produced by the end of September, as against 269,178 in the corresponding period of 1960.



BIG MEN BUY AUSTIN

SMITHS CHOOSE AUSTIN 1½ TON VANS

S. Smith & Sons (England) Ltd. make vehicle accessories, clocks and watches, marine, aviation and industrial equipment. Their Austin trucks, 2, 3, 5 and 7 tonners, cover the country. Their 1 and 1½ ton Austin vans deliver delicate clocks and watches and motor accessories in every major town in Britain. And deliver like clockwork. Other reasons why Smiths choose these vans:

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widest 5 cwt.-7 ton range in Britain—offers 5 to 30 cwt. vans, 2-7 ton trucks, tippers, prime movers for up to 18 ton gross train weights. All with 12 months warranty and backed by B.M.C. Service.

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2. SCIENTIFIC TREAD DESIGN. Onto these stronger tyre casings India has built just *two* new tread patterns—so skilfully designed that together India's two new giants give top performance on all kinds of surface.



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From Motorway to secondary road, this tyre's star qualities are:

- * more rubber on the tread, for longer life
- * thick kerbing ribs to protect sidewalls from kerb damage and to ensure greater retreadability
- * broad central rib, for smoother riding, easier steering
- * deep buttress channels cut overheating

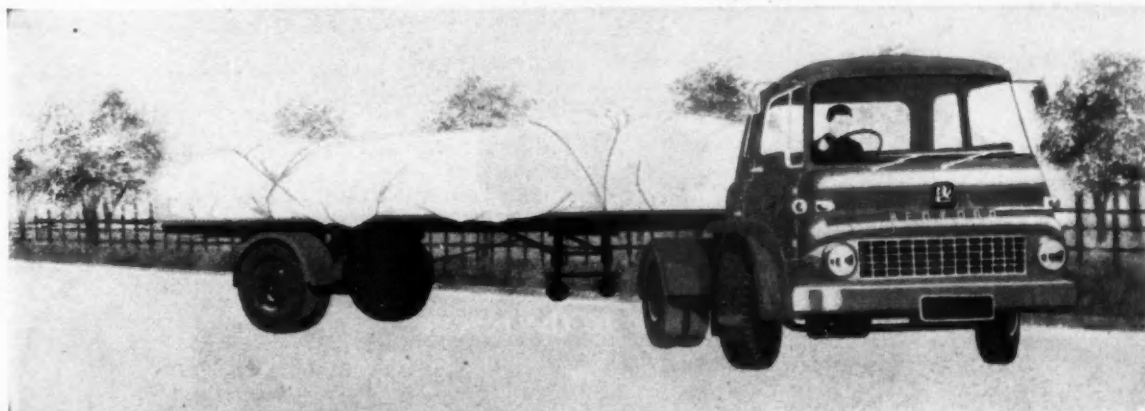
INDIA SUPER G.26 ON ROAD AND TRACK

For all on/off-the-road work, this tyre offers:

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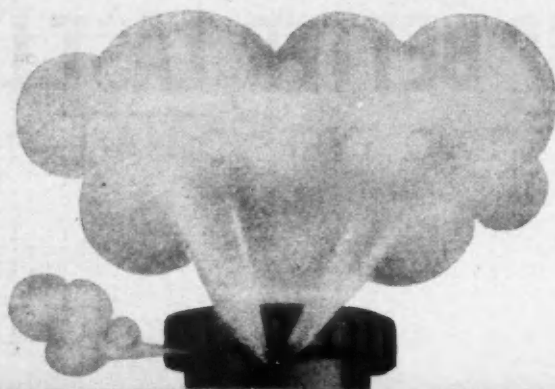
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July Registrations Lower

REGISTRATIONS of new commercial vehicles in July at 25,464, were 1,646 fewer than in the preceding month. Goods vehicles accounted for 1,307 of the drop. The total of new goods vehicles registered in January-July, 193,024, however, was 11,736 higher than in the corresponding period of 1960 and 33,984 more than for the same period of 1959.

There were approximately 1,339,300 goods-vehicle licences, 429,800 tractor licences, 87,500 hackney licences and 59,300 exempt-vehicle licences current at the end of May this year. A total of nearly 12m. licences of all kinds were in use on May 31, 1961.

Half His Busmen Leave

MR. W. T. H. MARSHALL, transport manager, Burton-on-Trent Corporation, has reported that nearly half the drivers and conductors in his department left their jobs last year. Fifty-three of the 115 employees on the towns buses had found other jobs. "The competition of the five-day week is one of the chief barriers to both recruitment and retention of suitable staff," Mr. Marshall said.

Municipal Contracts

Leamington Spa Parks and Gardens Committee is to buy a tractor and a high-lift loader. **Filint Corporation** has accepted the £2,014 tender of Anchor Motors, Ltd., of Chester, for a Karrier Bantam dual-tip refuse-collection vehicle.

Leyton Borough Council has placed an order with Shelvoke and Drewry, Ltd., for nine "TW"-type fore and aft tipper vehicles at £3,204 per vehicle.

Worthing Corporation has accepted the tender of Caffyns, Ltd., of Worthing, amounting to £1,800 for the supply of two Bedford 3-ton tipping lorries.

Hford Borough Council is recommended to accept the £975 tender of Ray Powell, Ltd., of London, E.11, for a Karrier 2 1/3-ton three-way tipper vehicle.

Ellesmere Port Corporation has accepted the £1,239 tender of Garlick, Burrell and Edwards, Ltd., of Liverpool, for a diesel-engined Bedford 4-ton tipping lorry.

Douglas, L.M. Corporation has authorized the Borough Engineer and Surveyor to order a Merryweather turntable escape fire appliance, at an approximate cost of £13,000; and a Dennis pump appliance at an approximate cost of £5,000.

Barking Borough Council is recommended to accept the £2,414 tender of the Barking Garage and Engineering Co., Ltd., for two 3-ton low-loading refuse-collection vehicles. The council is also recommended to accept the tender of C. F. Warren, Ltd., of Rochford, of £804, for a 30-cwt. Austin van.

Reading Transport Committee is to accept the tender of A.E.C. (Sales), Ltd., of Southall, Middlesex, for the supply of four single-deck bus chassis at a cost of £2,173 each, and the tender of H. V. Burlingham, Ltd. (Duple Group Sales, Ltd.), of Blackpool, for the construction of four single-deck bus bodies for the chassis at a cost of £3,350 each.

Walsley Transport Committee recommends that its motor bus general manager, subject to satisfactory agreement with the trade union concerned, should invite tenders for four one-man operated single-deck buses for delivery in 1962-63. The Health Committee has accepted the tender of Donald Taylor, Ltd., for the supply of a Dennis ambulance at a net cost of £2,070.

Enfield Works Committee recommends acceptance of the quotation of Dennis Bros., Ltd., amounting to £6,524 for the supply of two Dennis 1,000-gallon gully cesspool emptier vehicles, their quotation of £4,370 for two Dennis side-loading refuse-collection vehicles, and their quotation of £14,458 for four Dennis rear-loading compression-type refuse collection vehicles. The committee also recommends acceptance of the tenders of the Arlington Motor Co., Ltd., amounting to £4,268 for three Bedford 135-in.-wheelbase tipping trucks and the quotation of Frank Gates, Ltd., amounting to £533 for a Fordson 10/12-cwt. van.

NEW REGISTRATIONS—JULY, 1961

Type	Petrol	Oil	Electric	July	Jan.-July
Hackneys	43	425	—	468	4,546
Goods:					
Agricultural	369	128	4	501	5,325
Showmen's	1	1	—	2	6
Local Authorities (watering and cleansing)	5	24	3	32	133
Tower wagons	6	4	1	11	71
Other goods	13,707	5,500	130	19,337	138,768
Total Goods	14,068	5,657	138	19,883	144,303
Exempt vehicles	976	596	54	1,626	12,563
Tractors	—	67	—	67	428
Agricultural Engines (£2 class)	61	3,355	4	3,420	31,184
Grand Totals	15,168	10,100	196	25,464	193,024

Rotherham Lose £4,709 on Bus Services

ALMOST a million fewer passengers, representing a reduction of 1.7 per cent., were carried on Rotherham Corporation buses and trolleybuses in the year ended March 31 last than in the previous 12 months. Revenue increased, however, as a result of higher fares introduced in July, 1960, and this helped to meet increased costs largely arising from the wage award of 1959-60. A balance of income over expenditure of £72,142 resulted, but when taxation and depreci-

ation allowances were met there was an overall loss of £4,709.

Mr. I. O. Fisher, the general manager, commenting on these figures in his annual report, considers that the use of private transport was to blame for the drop in passengers.

Three A.E.C. Bridgemaster and two A.E.C. Reliance buses were purchased during the year, and 17 surplus Daimler single-deck trolleybuses were reconditioned in the municipal workshops before being shipped to Spain.

Aberdeen Earns Less, Carries Fewer

A REVENUE surplus of £13,156 over working expenses and other charges is shown in the annual report on the operation of Aberdeen Corporation Transport Department for the year ended May 31, 1961. This compares with a surplus of £45,731 in the previous year.

There was a fall in the number of passengers carried of almost 3 1/2 million, representing a fall of 3.7 per cent, despite a slightly increased total vehicle mileage figure.

Re-routing Saves £20,000

FOLLOWING a comprehensive re-routing of bus services within the borough last year, Mr. N. McDonald, general manager of Warrington Corporation, announces in his annual report that the undertaking made a saving of £20,000 over the year. The total income was £373,728 and the operating costs £353,711.

Mr. McDonald expressed disappointment that the planned centralizing of the department's offices, workshops and garage at the Wilderspool Depot had not yet taken place. This is the only measure in the reorganization of the department not yet carried out.

The report states that 29 buses have completed 400,000 miles with their original engines.

LATE BUSES EXPERIMENT

LATE Saturday night buses are being run as an experiment on 18 routes by the Bradford Transport Department to find whether there is any demand.



FROM S. BUCKLEY AND N. H. TILSLEY, AT BRIGHTON

JUDGING by the document the Labour Party produced for their conference, and subsequently approved, it was at least clear that they had not made up their minds on the particular fate they had in store for road haulage. This was claimed by Mr. J. B. Mitchell, national chairman of the Road Haulage Association, when opening their Annual Conference, on Tuesday morning.

Despite having a highly efficient industry, and one universally recognized as such, the Labour Party had determined that haulage must be controlled, restricted, integrated, nationalized or wiped out in one way or another. But Mr. Mitchell did not consider he was called upon to help the Labour Party in their dilemma, particularly as road hauliers had too many real problems on hand to engage in political abstractions.

He sprang one surprise. With a view to the future, the Council had decided to raise a publicity fund by a levy of 2s. a year on each vehicle. The money thus raised would enable the Association to expand the work already done to ensure that the public were fully aware of the importance of road transport.

Whilst the times in which they lived were difficult, Mr. Mitchell said, they were full of opportunity, and hauliers were inevitably caught up in world events and Government policies.

But there were some points in the Government's policy which the R.H.A. could say very categorically they did not like at all. When the Chancellor put the extra tax of 3d. per gallon on fuel, this applied not only to the motorist but also to commercial vehicle operators who

had a vital part to play in the commercial and industrial life of the country. Moreover, this imposition came after the 20 per cent. increase in licence duties imposed in the Chancellor's normal Budget.

On the domestic front Mr. Mitchell reminded delegates that the transport problem caused by declining fortunes of the railways still remained, whilst simultaneously road transport was increasing in importance and efficiency, although cursed with an out-of-date system of communications.

Exemplifying such action, Mr. Mitchell referred to the inquiry undertaken by the Association into the causes of delays to road vehicles at the docks. He hoped that the Rochdale Committee, to whom their inquiry had been submitted, would take notice of their recommendations, but in any event the Association intended to press them upon the Government.

Emerging from these discussions, the Association proposed that there should be "trunk routes" leading to the docks and reserved exclusively for commercial traffic. It could well be that such a scheme could be extended to deal with other road transport problems, particularly where commercial traffic, so vital to

The Road Haulage Association Conference

Labour Still Don't Us — Mr. Mitchell

The national chairman, Mr. J. B. Mitchell, and Mr. G. K. Newman, secretary-general, find a moment to chat.

the country's economy, was unable to make progress because of congestion caused by other road users.

Another step that had been taken on the initiative of the national council was the decision to set up a special committee, with one member from each area, to make an exhaustive survey of the licensing system (see page 367).

Although licensing could arouse strong and sometimes contradictory feelings among hauliers, they were generally in agreement with the satisfaction expressed by the Association at the verdict of the Court of Appeal in the Merchandise Transport case, which had raised fundamental issues. Had the earlier decision of the Transport Tribunal been allowed to stand, the distinction between A and B licences on the one hand, and C licences on the other would have become hopelessly blurred.

Mr. Mitchell added that, on the whole, the Association found that the licensing system, in spite of stresses and strains, continued to function reasonably well and they would hesitate for a long time before proposing any drastic amendments. The new committee, which was shortly to be set up, may have few proposals to put forward and its purpose would be served if it were able to provide a complete appraisal of the licensing system both as to present and future developments.

In proposing the first resolution—which was carried—on Tuesday morning, Mr. J. Adcock (Metropolitan and South Eastern) said that, in the direct interests of road safety, all new commercial vehicles should be fitted with sliding cab doors. He instanced the high accident rate caused by the opening of normal doors.

Amplifying the advantages of sliding



A laugh for Mr. W. J. Duckham and the deputy secretary-general, Mr. E. W. Russell.



From the East Midlands, Mr. J. Allsop and the area secretary, Mr. W. Morton.

Know What to do With

(Below, left) A Devon and Cornwall trio, Mr. W. F. Miners, Mr. F. G. Heale and Mr. J. R. Eggbear. (Below) and a second threesome from the West Country, Mr. J. H. Allison, Mr. W. E. Foster (area secretary) and Mr. H. F. Whitton.



Two national personalities, Mr. A. R. Butt and Mr. R. N. Ingram.

Northerners in Brighton, Mr. S. Robson (Northern) and Mr. H. Campey (Yorkshire).

doors, the second, Mr. H. C. Redburn, said that many manufacturers were aware of the need and he thought it was especially so when applied to articulated vehicles, because it was common practice to open cab doors when reversing this type of vehicle.

In putting forward the view of an express carrier, Mr. R. B. Brittain (Eastern) said that after four years' discussion with manufacturers they had intimated that they were not interested other than within a limited market. After investigation, Mr. Brittain said that it had been found that, when operating with sliding doors and a through cab, there was a certified per cent. increase in efficiency over the standard type of cab.

Mr. J. H. H. Fisher (Southern) said that it was up to the operator to demand sliding doors when placing his order with the manufacturer.

The second resolution concerned the fitness of goods vehicles. The proposer, Mr. G. W. Mousley (West Midland), considered that the standard of fitness should be improved by the introduction by the Ministry of Transport of inspection of all goods vehicles at stated intervals, in order that they should conform to a high standard of efficiency.

He said that he realized that any resolution seeking further Government legislation would doubtless be unpopular, but there was the grave responsibility affecting road safety. In view of the shortage of

trained staff at the Ministry, he suggested there was the alternative of using the existing appointed garages authorized to carry out the 10-year tests. The administration would, therefore, not be complicated. The carrier's licence could be produced at the time of inspection and be suitably endorsed.

In the period 1959-60, the number of vehicles examined by the Ministry of Transport officers was 147,519. Of these, prohibitions were placed on 33,947—nearly 25 per cent.—and immediate prohibition on 9,083. These figures proved that there was an urgent need in the interest of road safety to improve the standard of fitness.

Mr. Mousley submitted that there were hundreds of vehicles operating in this country that were "not fit to stand in scrap yards, let alone operate on the public highway." The owners of such vehicles were the back-yard merchants—cheap-jack hauliers who operated from bomb sites, cut rates and ran without any regard to licence conditions. They had neither thought nor time for supervised maintenance, and in this category he did not exclude doubtful C-licensed operators and those who operated without licences.

The genuine haulier should not object to his vehicle being inspected annually. Indeed, this could bring to light defects which would save him appearing in court and, more important, possibly save lives.

Seconding this proposal Mr. C. Collins (West Midland) emphasized that legislation already existed to provide for such inspections, and he said that this resolution had been designed so as to bring about the discontinuation of "snooping" by examiners looking out for "sitting ducks."

During the course of discussion Mr. J. S. Wright (West Midland) said he would like to see all prototype machines, irrespective of who the manufacturers were, put through a test before being sold to the public. The Ministry should examine and certify them within the regulations. He did not want to see public garages doing this, because the system would be too open to corruption. Far too many vehicles were put on the roads by manufacturers at the expense of the operator, for the operator to do their experimental work for them.

In the view of Mr. R. N. Ingram there was no single factor that would assist in eliminating unreasonable rates than this requirement that vehicles should be inspected at regular intervals. It was a most undignified procedure that at present existed where commercial vehicles could be stopped anywhere for a check. This was particularly so when it applied to a national industry of the size and standing of road transport.

Whilst generally supporting this proposal, Mr. J. T. Turner doubted whether the road-side check would in fact be

eliminated if the periodic check was introduced. The resolution was carried.

The conference resolved unanimously that trunk roads outside built-up areas should be clearways, and be provided with adequate lay-bys.

It was agreed that, during road construction, better use should be made of the shoulders of roads if more lay-bys were provided. A resolution proposing this was carried. A further resolution was also passed, requesting that toilet and telephone facilities should be provided at principal lay-bys on main roads.

Whilst a previous Minister of Transport had proposed the setting up of joint committees in the large areas to deal with the planning of road networks, no progress had been made. This was stated by Mr. A. J. Dale (West Midlands) in proposing that such committees should now be set up. Although Mr. J. Adecock (Metropolitan and South Eastern) questioned whether the R.H.A. was in close enough contact with the Ministry of Transport on such matters, the resolution was carried.

Gross Laden Weights

The next resolution concerned the permitted gross laden weight of maximum-capacity tanker vehicles, with the recommendation that the weight should be increased from 24 to 25 tons. Ultimately the conference agreed an amended resolution that, at an early opportunity, the appropriate committee of the R.H.A. should again discuss with the Ministry the uplift of gross laden weight. This was proposed by Mr. N. T. O'Reilly (Northern) and seconded by Mr. J. A. Murly (Metropolitan and South Eastern).

During the discussion on this resolution and the subsequent amendment, Mr. F. E. Russett (Western) considered that there was a case for the re-examination of the gross laden weight of all multi-wheeled vehicles, which he suggested should be 25 tons with the heavier type of four-wheeler being increased to 15 tons.

Mr. Murly said that if this country were to enter the Common Market—and he was sure it was—it would have to have vehicle standards equivalent to those on the Continent. There was already a blue-print for a common European trailer, and at a recent meeting at Geneva an unladen weight of 32 tons was suggested whilst the French delegation insisted on 38 tons. In the light of these weights an up-lift from 24 to 25 tons was quite out of line.

In contrast to this approach Mr. A. R. Butt (West Midlands) said that whatever happened in the future regarding the Common Market, operators in this country had to deal with limitations imposed by existing road bridges. Mr. J. T. Turner (Metropolitan and South Eastern), however, doubted the wisdom of repeating applications to the Minister of Transport for successive small increases in the gross unladen weight of vehicles.

As was to be expected, the discussion following Mr. Munby's provocative

address (which is summarized on the next page) was lively. First to enter the fray was Mr. F. Rudman (North Western, Eastern) who said that clearing houses have been the "running sore" of the industry since the '20s.

Taking up the clearing house theme, Mr. W. Bingley (Yorkshire, South) reminded Mr. Munby that a scheme had been started in his area 40 years ago which he claimed was a model for the rest of the country.

Mr. N. T. O'Reilly (Northern) said, on the question of co-ordination of road and rail operations, that they could never be "married."

"There are no young men of calibre entering our industry nowadays," said Mr. Murly, and he wondered if this was because the industry was composed of small industries. With all due respect to the Institute of Transport such qualifications did not carry the same weight in commerce as, for instance, did those of an accountant.

Mr. Ingram, answering Mr. Munby's question "Was there justification for a licensing system?" said that without one, remembering the ease with which commercial vehicles could be acquired on hire purchase, there would be utter congestion on the roads. He feared that Mr. Munby's meaning of co-ordination meant the development of a system of transport which would have the effect of transferring large amounts of goods from road to rail.

Relate Price to Cost

Mr. Munby, replying to the discussion, said that he was concerned that price should be related to cost. To justify licensing it had to be shown that the kind of system we had was necessary from the safety point of view, and for the kind of professional standards that are wanted. He was not so convinced about the economic arguments.

He did not think, dealing with capital expenditure, that it was being wisely spent, but it was not right to say that nothing should be spent on the railways at all. More capital was being spent on roads today than on railway tracks and more on road vehicles than on rolling stock. There had to be both systems of transport.

A very important point, he considered, was the last question put to him—the training of young people to enter existing firms. Was it not possible for the R.H.A. to organize management training schemes?

In supposing that the conference recommends that a national licensing scheme be introduced with uniform benefits for all members of the R.H.A., Mr. F. Wheeler (Metropolitan and South Eastern) said that from recent experience it was apparent that the right objections should be lodged to any application which raised an important matter of principle.

Advice and assistance, if necessary financial, should be available in the initial stages. This could only be done effectively by a national licensing scheme incorporating a permanent licensing staff constantly reviewing licence applications

for the purpose of anticipating trends and exchanging information.

Mr. Wheeler said that he would like to see a scheme evolved incorporating the following broad principles—a permanent licensing staff with one member representing each area, to provide advice and assistance and the establishment of recognized legal advisers in each area. Additionally he asked for a standardized procedure of sponsoring objections to applications by newcomers and non-members. The resolution was seconded by Mr. J. W. Darvell.

Nationalized Objections

In the subsequent discussion, Mr. F. C. Harfoot (South Wales) spoke strongly against the resolution. "If this is agreed we will be passing a resolution for the nationalization of objections," he commented.

Also opposing the resolution, Mr. Ingram considered that the introduction of such a scheme would inspire people to lodge objections when they were not really interested. He had read recently in *The Commercial Motor* that one Licensing Authority was already concerned about such indiscriminate objections and was now publishing the name of every objector to applications in his area.

After further delegates had spoken in favour of a national scheme the resolution was put to the conference and heavily defeated.

The next resolution proposed that contract A licences should be issued for a period of 12 months only, after which certified figures of operations would be required before their renewal. This was proposed by Mr. N. Cartwright and seconded by Mr. W. R. Hill (both West Midlands). The proposer said that the majority of contract A holders were tipper operators. They were often ex-drivers with no business experience and in many cases, because of the seasonal nature of the work they often resorted to overloading and working excessive hours to supplement their income. Such licences were an invitation, during slack periods, to illegal operation.

Mr. F. Rudman (North West, Eastern), in proposing that in view of continuing premium increases, the R.H.A. should consider forming their own insurance company, gave examples of a rise in premium from £45 to £245 a year for a vehicle and trailer. Moreover, more and more exclusions were being added to policies. The only solution for members, in his opinion, lay in the formation of their own insurance company. Mr. L. Bugdale seconded the resolution.

In supporting the resolution, Mrs. D. G. Parkin instanced an example of a fleet of 14 vehicles standing idle because the insurers would not provide cover. On being put to the conference, however, the resolution was heavily defeated.

The final resolution—that the Government be reminded that, as road transport was now the dominant form of transport, this consideration should be in the forefront of all plans for enlarging facilities to deal with effects of any closer international relationship—was unanimously carried.

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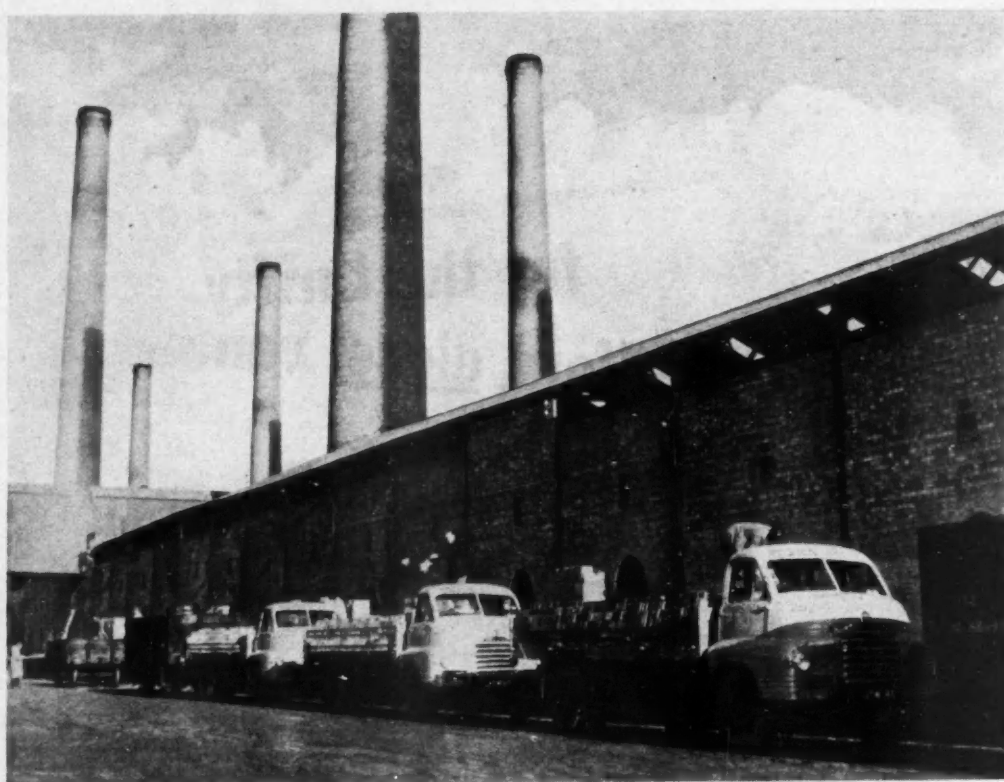
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R.H.A. Conference

Archaic, Unwieldy Licensing Law

THE whole system of licensing was archaic, unwieldy and uneconomic; it would have to be reviewed. This was claimed by Mr. D. L. Munby, Reader in the Economics and Organization of Transport, University of Oxford, when addressing the Conference on the rôle of road haulage in the inland transport system, on Tuesday afternoon.

Mr. Munby said it was his view that the system should be scrapped altogether as a means of controlling the industry. Alternatively, if it were to be retained, the question arose as to how it should be reformed. Doubting the justification for licensing in a competitive world, Mr. Munby added that, once the matter was seriously discussed, no one would support a cartel of privileged road operators.

If there were to be no licensing in terms of capacity, there would have to be licensing and/or inspection in terms of safety of vehicles, hours of work, and professional standards. The latter could involve training and financial guarantees, and Mr. Munby suggested that the Road Haulage Association could assist in this matter.

Competition implied proper co-ordination with rail for work that railways could properly do, such as long hauls with "road-railers" and containers, and Mr. Munby asked whether road hauliers had done enough to work out the economic methods of co-operation.

Competition also required a market where prices were settled sensibly, and not, in Mr. Munby's view, any form of fixed or agreed charges. What was needed was a clearing house in each town, controlled entirely independently of any particular haulier or group of hauliers, which matched demands and capacities and quoted prices just as jobbers did on the Stock Exchange. He suggested that this could best be organized by the Government to ensure impartiality. But the R.H.A. could well initiate such a scheme, and once there is a proper market it would be possible to remove all restrictions on C licences.

Proper charges for the use of roads was also required by competition. The biggest problem arose in towns. Mr. Munby claimed that everyone would have to accept the fact that far more discipline would be required for all traffic in towns, as part of which road hauliers would find themselves limited either in financial terms, such as parking charges, or in the control of hours of delivery. Whatever was the best form of discipline, the question arose as to how road hauliers could reorganize their operations to meet the new needs of segregated traffic and pedestrian precincts. More discussion was needed with town planning authorities.

Regarding the Common Market, Mr. Munby said that transport policy was under discussion and there were great differences between policies followed between different countries. For example, the Dutch system allowed for no publication of charges by railways or road hauliers, and favoured competition much as in Britain, though there was licensing on the overall number of lorries. But there was a French desire for published charges both for rail and road, and a law came into effect on July 1 requiring published tariffs for all road transport in France.

The issues under discussion seemed to be the formulation of a system requiring all forms of transport to publish tariffs with maxima and minima. The tariffs would not necessarily be the same for all forms of transport. The question then arose as to whether a maximum tariff implied an obligation to carry at that rate, and whether a minimum tariff would affect road and rail competition.

As to licensing requirements, Mr. Munby asked whether there should be an overall licensing of road haulage capacity and additionally what should be done about transport on own account, i.e., the C-licensee.

Apart from harmonizing these policies in different countries, there was agreement that the Common Market required that there should be no discrimination between nationals and non-nationals. This meant that foreign road hauliers should be able to apply for licences on equal terms in Britain and vice versa.

It also implied that different charges were not to be made for goods sent by foreign shippers, where costs did not differ. Because of this, it would be necessary to review all licensing systems to see that they did not indirectly discriminate in this respect.

This was an important reason for discussion now about licensing in Britain, and for the pressure to publish tariffs which avoided discrimination. There was the additional requirement to ensure that safety and other professional matters did not indirectly discriminate.

If the Common Market were to become a reality for Britain, a link with Europe became vital. In Mr. Munby's view, a tunnel seemed economically the most sensible, both in terms of cost and because of the shipping problem. Road hauliers should be looking at the particular arrangements proposed for loading on and off trains, to ensure their needs were met. In effect, membership of the Common Market would put all the problems of transport policy into the melting pot, and anything might finally materialize.

First National Security Exhibition

IN the interest of protection against crime and fire a special security exhibition was opened on Monday at the Royal Horticultural Old Hall, London, S.W.1. The exhibition, the first of its kind in this country, closes today.

In addition to a number of vehicle anti-theft devices, the exhibits range from burglar and fire alarms, safes and locks, electronic fire detection systems and guard dogs, to theft-proof wages carrying vans fully equipped with the latest security aids.

Swedish specialists in vehicle anti-theft devices, Waso, Ltd., are marketing in this country through Auto-Protection Engineers, Ufford Street, London, S.E.1, a new steering wheel lock at £6 10s.

The lock is clamped around the outer casing of the steering column and secured

by two shear-off bolts. The ignition and starter key switch assembly is incorporated into the lock mechanism, so that when the key is turned to switch off the engine, a locking pin locates itself in a suitable collar fitted to the steering shaft, making it impossible for the wheel to be turned. A safety device prevents the lock from being accidentally operated.

Several systems for the protection of diesel-engined vehicles are shown by G. H. Wood and Co., Ltd., Glebe Road, London, E.8. A special "push-pull" plunger mechanism, which is automatically locked and can only be released with a special key, forms the basis of the systems. With the Deepto method (£7 10s.), the control mechanism takes the place of the existing fuel plunger and when the plunger is depressed it auto-

matically cuts off the entire fuel supply.

The Deestar system (£11 10s.), effectively cuts out the starter and the Dealarm (£10 10s.) sounds the horn if the hand-brake is released with the plunger in the off position. The Wood D.P.S. (£12 10s.), incorporates all three of these systems, operating automatically from one plunger control unit.

Other vehicle immobilizers are exhibited by Hartwood Alarms, Ltd., 177-9 Golders Green Road, London, N.W.11, Security Products Manufacturing Co., Ltd., 366 Gray's Inn Road, London, W.C.1, and by Malco Patfield Electrical Services, 63a Lyndhurst Way, Peckham, London, S.E.15, who are showing the Malco fuel pump alarm lock and immobilizer. This device, which won this year's R.H.A. Vehicle Security Competition, was described in detail in *The Commercial Motor* of April 14, 1961.



Unloading at a retail branch in Airdrie, Lanarkshire. Timed delivery schedules have been compiled for all delivery journeys.

ONE of the most prominent examples of post-war development has been in the pharmaceutical industry. Modern synthetic drugs and antibiotics which have revolutionized the treatment of disease have been chiefly developed by the pharmaceutical companies. Allied to the introduction of the National Health Service the cost of pharmaceutical services has now risen to around £96m. Underlying this vast expenditure has been the necessity to introduce new manufacturing processes, warehouses and methods of distribution.

In this national development the Boots Pure Drug Co., Ltd., Nottingham, have played a major part. Moreover, with their increasing interest in other retail lines, their estimated rate of expansion is expected to result in the doubling of their overall shopping area within the next 10 years. This will be no mean achievement since there are already 1,300 shops bearing the name of Boots The Chemists. And such development must inevitably entail the solution of new and allied problems of distribution and transport organization.

Moreover, many other companies have undoubtedly been faced with similar problems of grafting on to an already complex distribution system the handling of new materials or products. In some instances these may be of such quantity and potentiality as to necessitate a complete reorganization of the location of manufacture, warehousing and lines of distribution. The methods by which Boots have met similar problems could be adaptable to other spheres of industrial activity.



COMPLEX

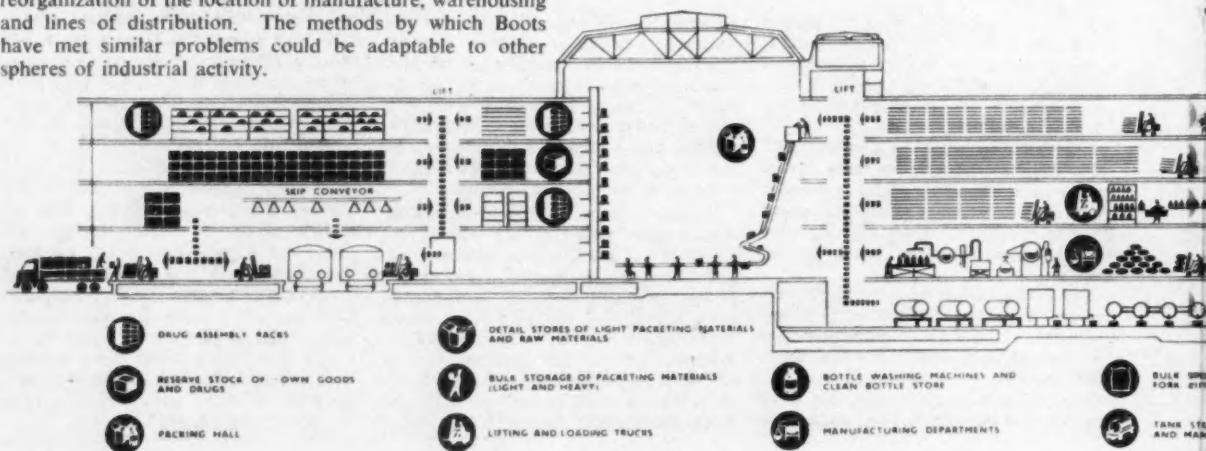
by S. Buckle

How Ancillary Trams and Match the Growth of Parent Industry is War Development



Location of Boots' Factories and Warehouses, with areas of distribution of Boots' own products, patent medicines and manufactured goods.

Before describing some of the methods employed by Boots to ensure economic and efficient retailing of their 60,000 separate lines, the main activities and growth of the company are briefly described to clarify subsequent reference to traffic movement and control. Incidentally, it would have been understandable if there had been a marked resistance to such changes in a company established as long ago as





(Left) Three Seddons drawn up at the extensive covered loading bay at Beeston, Nottingham.



(Right) Radio control is employed to maximum effect on the 264-acre factory site at Beeston.

YET FLEXIBLE

by, Assoc.Inst.T.

port Must Both Serve
and Innovations of its
Portrayed in the Post-
of Boots The Chemists

Mr. F. G. Bell, general
transport manager of Boots
Pure Drug Co., Ltd.



1888. The recent introduction of an electronic computer in their central offices in Nottingham, however, to assist in solving many of Boots' administrative problems is indicative of their modern approach.

Despite temporary recessions, the national income has been growing in post-war years and with it the standard of living. In the relatively short period of 10 years or so, commodities which were only recently considered luxuries have become virtually necessities today. With this change have come great expansion and demands on the resources of retail distribution and allied transport services.

To give one brief example, in 1955 there was only one Boots branch with annual sales exceeding £500,000. By the end of this year there are expected to be 14. Unless appropriate rearrangements in methods of intake and timing of deliveries had been made simultaneously, such records of expanding retail sales could not have been achieved.

A major unit in the Boots organization is the modern factory group at Beeston, near Nottingham. It occupies a site of 264 acres and is shown in diagrammatic form alongside. Although much of it was constructed 20 years ago, it remains a model of mechanized production.

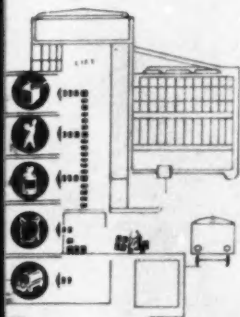


This radio operator is controlling 27 tractors and 99 trailers at Beeston with the aid of a magnetic indicator board.

Within this group there are two main pharmaceutical factories—the "Drys" (for powders, tablets, lozenges, and so on) and the "Wets" (for liquids, creams, pastes, and so on). There is also a soap factory, power house and chemical works at Beeston. The pharmaceutical factories are designed to allow a continuous flow of materials from the arrival point, through the manufacturing and packing sections to the warehouse and dispatch dock. Indicative of the scale of production, influenza mixture, as a random example, is made in batches of 1,000 gallons at a time.

Originally it was intended that future factory expansion should take place in the Beeston area, but at the end of the war it was thought desirable to modify this scheme. As a result a new factory was built at Airdrie, Lanarkshire. Among other products the whole of Boots' requirements of aspirin tablets are made there, whilst part of the site is used as a distributive warehouse from which branches in Scotland and the north of England are supplied.

The greatest recent development in medicine was the use of penicillin during the war and a special factory was operated by Boots in Nottingham which, by D-day, was making one-third of the country's supply. Antibiotics of



STAGE OF HEAVY MATERIALS
STACKED

STAGE OF RAW MATERIALS
FACTURED PRODUCTS

A section of the Beeston group of factories in diagrammatic form, indicative of the principle of mechanized production employed.



This York van body mounted on a Bedford 7-ton chassis, has an hydraulic tailboard for use with stillages holding 14 trays in two banks of seven.

other types are also manufactured now at this plant as is cortisone and similar products.

For the purpose of warehousing and distribution, the overall retail sales of Boots are divided into three groups—Boots' own products (manufactured at Nottingham, Beeston or Airdrie), patent medicines and manufactured goods. In volume these are in the proportion of 40, 35 and 25 per cent. respectively.

Stocks of Boots' own products are warehoused where they are made. Each such warehouse is the source of supply for its respective area which in the case of Nottingham and Beeston is the whole of Britain. Airdrie covers the area north of a line drawn approximately from Middlesbrough to Lancaster. For the remainder of the country items manufactured at Airdrie are supplied in bulk to Beeston and distributed from there.

Patent medicines and some toilet requisites are stocked at three Boots warehouses situated at Stamford Street, London, Heywood in Lancashire and Airdrie. In this case the northern area remains the same, but the southern section is further sub-divided by a line drawn from the Wash to the Severn, south of which the area is serviced from the London depot.

Other manufactured goods purchased from outside sources are warehoused in Nottingham only, before their ultimate distribution to the retail branches.

This then is the basic pattern of manufacture and warehousing on which Mr. F. G. Bell, general transport manager to Boots has to evolve and maintain an efficient transport system. He controls this large traffic department from the company's head office at Nottingham, assisted by the deputy general transport manager, Mr. R. V. Baird Parker.

Both the number and range of vehicles operated are appropriate to the requirements of a company with a total annual sales of around £100m., and products ranging from a modest aspirin tablet to agricultural requisites. The current fleet consists of 452 vehicles, of which 185 are representatives' cars. Other vehicles include 13 estate cars, 4 buses, 4 radio-controlled fire-engines and 3 ambulances, also radio-controlled. A Coles mobile crane is used by the engineers department, as is a Weatherill mechanical shovel.

There are 33 tractors used by the various Boots farms, which also operate 7 Land-Rovers, 3 cattle trucks and a Massey-Harris combine harvester.

Included in the articulated section of the fleet are 27 Karrier Bantam tractors and 99 trailers, again radio-controlled. Additionally, there is one tractor and two tank trailers employed exclusively in the movement of acid.

B.34

Directly allocated to headquarters' departments are 49 vehicles, whilst a further 31 are controlled by branches. The section of Boots' own fleet engaged on delivery of goods from warehouses to branches is disposed as follows: Beeston depot 22 vehicles, Nottingham 6, London 36, Heywood 14 and Airdrie 8. But because of the varying use of hired transport at the different warehouses, these figures do not reflect the proportionate volume of goods handled.

The vehicles are based mainly on Seddon chassis, with a mixture of platform and van bodies and a capacity, in general, of 7 tons. They are employed chiefly on long-distance multiple deliveries to retail branches and all but four are fitted with Perkins P4 or P6 engines. The remainder have Leyland Comet engines.

Three Rollalong caravans are employed at agricultural shows throughout the country. Two are towed by 5-ton Bedford vans and one by a Land-Rover. There is also a 5-ton Commer van fitted out as a self-contained unit for display purposes at agricultural shows. Another 30-cwt. van has a plastics body constructed by Commercial Motors (Harrow), Ltd., Harrow. A Lambretta tricycle fitted with box container operates as a branch delivery van in the Eastbourne area, whilst a 7-cwt. Ford van is based at Jersey and a 10-cwt. Morris van at Guernsey.

Regarding platform lengths, Mr. Bell tells me that around 16 ft. 6 in. has generally been found adequate for their 6- and 7-tonners. They are, however, now beginning to use larger vehicles and four new Seddon 7-tonners with 20-ft. platforms have recently been put into service. Much of their traffic is relatively bulky and light in weight, but with such a wide range of goods involved this loading characteristic could vary substantially. Thus vehicles operating from the Nottingham warehouse carry payloads of around 4 tons, whilst at Beeston they average 6½ tons.

As with many other ancillary transport departments, the rates of pay and conditions of service applicable to their staff is determined largely by the overall policy adopted by Boots. Just over a year ago a 40-hour week was introduced for everyone within the group. Apart from this differential

(Continued on page 383)



A Lansing Bagnoli truck is here being used to load on articulated trailer with van body.

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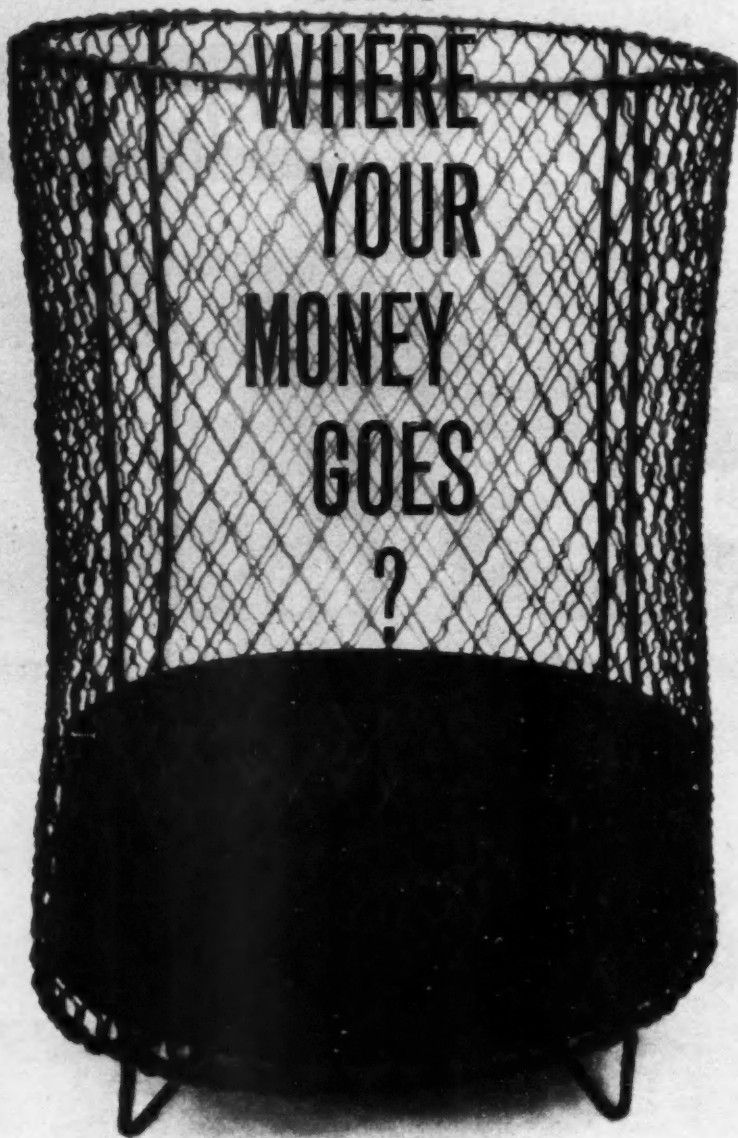
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in hours as compared with other road haulage rates and conditions, the basic weekly payments are higher than the existing national scales for vehicles of similar carrying capacity. The traffic department, however, does not operate any incentive schemes and vindication of their overall staff policy is contained in the excellent record of the length of service of a high proportion of their staff.

In considering the overall planning of distribution it should first be appreciated that at none of the five warehouses situated at Nottingham, Beeston, Airdrie, London and Heywood is there a stock of all items sold in their branches. It therefore follows that all shops are maintained by supplies from more than one warehouse.

Nevertheless, the majority of deliveries is made direct from warehouse to branch, though some trans-shipping is done if economies can thereby be achieved. Although mechanical aids are used extensively inside the warehouses, these are so far employed only experimentally when loading vehicles for delivery to the branches.

Because the average size of Boots' retail shops is getting bigger in order to handle an expanding volume of business, it becomes increasingly necessary to reassess the most economical way of effecting distribution. Obviously with an inventory of 60,000 items the extent to which standardization of containers can be achieved is limited.

Much of Boots' own products are packed in corrugated cartons. These in turn are placed in nestable trays, which are of plywood construction with sloping sides. Approximately 200,000 are in use throughout the organization. Wastage through loss is a little under 2 per cent. and an average life is from four to five years. Of standard size, they are 10 in. deep, whilst the length and breadth at the top is 24 in. by 18 in. tapering towards the bottom. Each tray weighs 8 lb.

After giving careful consideration to other materials and designs, Boots consider that the type they have chosen is relatively easy to construct and, therefore, to mass-produce. Consequently it is cheap whilst still retaining the necessary quality of durability. But even when damage does occur the plywood construction allows repair, at least to some extent, and a tray recovery section operates at Beeston.

As a development of this policy of standardized nestable trays, Mr. Bell told me that despite the complexity of their traffic, they are hoping to achieve some measure of palletization. It is planned to have stillages measuring 3 ft. by 2 ft. capable of holding 14 trays in two banks of seven.

In conjunction with this experiment, a prototype vehicle is being operated consisting of a Bedford TK 7-ton chassis and oil engine with a York experimental van body, equipped with an hydraulic tailboard and Jo-loader. Initially it is intended that this vehicle will deliver to those branches capable of accepting full loads. As an indication of the savings expected to be achieved Mr. Bell claims that such a vehicle could be loaded in approximately 10 minutes, compared with the present loading time allowance of 20 minutes per ton by traditional methods.

The total tonnage dispatched to branches per annum is 130,000. Of this total, 17 per cent. is distributed by rail

whilst 65 per cent. is carried by hired contractors. Normally these are employed on the longer runs, involving overnight working, with Boots' vehicles concentrating chiefly on deliveries within a radius of 100 miles of the warehouses they serve.

The route, sequence and timing of all retail deliveries are directly controlled by Mr. Bell's department, whether by their own or hired vehicles. Routes are so organized that most branches are served at least once, or in some cases twice, a week from one or more warehouses. By trans-shipping it is usually possible to get additional urgent deliveries to branches quickly.

The majority of vehicles, however, operate consistently on precisely fixed runs and the loads carried are fairly constant. Exceptional loadings do occur in October when Christmas merchandise can raise the average tonnage by approximately 50 per cent. In addition to variations in the density of the traffic carried, the value of merchandise handled can also vary, ranging from between £450 and £1,150 per ton.

Explaining the recording system used by Boots in connection with warehousing and distribution, Mr. Bell told me that each branch is advised as to the day when their indents for supplies should arrive at the appropriate warehouse. Overall, this could involve indents for 40,000 of a total of 60,000 items in any one week, and it is obviously essential that these should arrive on the appointed day.

The order form, which is made out in triplicate and is also used as the invoice at the warehouse, shows the quantities actually dispatched and copies are sent to the branch concerned and the accounts department (which arranges for charging of the goods) whilst the third copy remains at the warehouse. Approximately 12m. orders are dealt with annually.

The present system is gradually being superseded by one based on the use of the EMIDEC electronic computer acquired by Boots last

year and it is anticipated that substantial operating benefits will thereby be achieved. A large data processing system is being evolved, as are operational research techniques concerned with inventory control, production planning and distribution.

Goods detailed on the order are assembled in the dispatch department where they are weighed. A consignment note, together with a copy of the branch's original indent, is delivered along with the actual goods. The several deliveries are listed on a Motor Journey Sheet which also serves the purpose of a statutory log sheet.

On arrival at the branch the manager checks the number of parcels received and signs the journey sheet in confirmation. The ready availability of the copy of his own indent facilitates the solution of any discrepancies should these arise.

Also recorded on the Motor Journey Sheet is the precise time of arrival and departure at each branch (indicated by its appropriate number) or outside customer in the case of schools, hospitals or similar establishments. In addition to detailing the number of packages destined for each branch, the weight is recorded as an extra check, whilst a record of



The advantage of nestable trays is shown here. Approximately 200,000 are in use throughout the Boots organization.

the driver's hours of work and data relative to fuel and mileage is also entered.

As an example of the preciseness with which every journey is controlled by Boots' traffic department, the following details are given. Whilst the particular journey chosen as an example is undertaken by hired transport, the same scheduling procedure covers the operation of Boots' own delivery vehicles.

Each duty is typed on a quarto sheet which in this instance is headed "Journey 70A" on the left side whilst the dispatch day—Tuesday—is recorded in the right top corner. After the name of the haulier concerned, there is then listed the branch number and address of the branches to which deliveries are to be made, together with their respective early closing days. In this example the seven branches concerned are situated at Whitchurch, Ruthin, Denbigh, Rhyl, Prestatyn, Mold and Wrexham. The appropriate mileage for the trip is then given, namely 265.

In compiling these duty schedules, which are similar in several respects to those employed by passenger vehicle operating companies, an approximate timing of 22.5 m.p.h. and 20 minutes per ton when loading or unloading is allowed.

As already stated, the dispatch day for this particular journey is Tuesday, and loading is done at Beeston as detailed on the Journey Sheet. Then follows instructions of the work to be carried out on Wednesday. Commencing at 5.45 a.m. at Beeston, the driver proceeds direct to his first delivery point at Whitchurch, $3\frac{1}{4}$ hours being allowed for the 71 miles involved and a further 35 minutes is taken unloading here. He then proceeds 35 miles to Ruthin for which 1 hour 40 minutes is allowed plus 30 minutes rest for a meal break.

Similar intermediate journeys and timings are made until he eventually makes his last drop for the day at Mold, starting to unload at 3.40 p.m. After completing this delivery at 4.20 p.m. he proceeds to Wrexham where he goes off duty. The delivery to the Wrexham branch commences at 8.30 a.m. the following (Thursday) morning, after which he makes a return journey of 90 miles to Beeston, for which 4 hours 5 minutes are allowed, with a further addition of half an hour for a meal break, so arriving at approximately 2.30 p.m. at Beeston.

Exact Scheduling

Relative to the complex distribution system inevitable with such a vast range of goods and nationwide coverage of branches, it is remarkable that such exact scheduling of deliveries can be achieved. But Mr. Bell insists that for the same reasons it is essential that such precise time-tabling can be relied upon by everyone concerned if overall efficiency is to be achieved and maintained.

The annual mileage for the entire fleet of Boots' vehicles is about 5½m. of which 3m. are run in delivering goods to branches. Individual vehicle mileage naturally varies according to type and size, but 30,000 per annum would be a fair average, and for vehicles engaged on retail delivery five round trips a week are normally accomplished.

Exceptional maintenance problems are presented by the distribution of such a wide range of vehicles throughout the country. At Nottingham, Beeston and London this work is carried out entirely by the company's own staff, but elsewhere vehicles are maintained at public garages.

Overall responsibility for the servicing and repair of all Boots' vehicles (other than those based at warehouses with their own facilities) is undertaken by Mr. G. E. Haywood, maintenance engineer, who is based at Beeston. He controls a staff of 34 divided between Nottingham and Beeston. In addition to one foreman and three chargehand mechanics, 10 mechanics, two electricians, one storekeeper and 17

other personnel are employed. Night work is undertaken on which 14 of the staff are engaged. Routine servicing is based on a combination of both time and mileage, due to the fact that several of the special-type vehicles and equipment used cover only a comparatively short distance.

Mr. Haywood said that he had been able to standardize on one set of lubrication oils, namely Sernol 10/30 Multiplic for the petrol-engined vehicles and the corresponding 10/30 Minx grade for the oil-engined counterparts. A fully equipped fuel pump maintenance shop has been installed at Beeston and cylinder reboring is undertaken. Also available in the Beeston repair depot is a 12-ton Laycock electric lift.

Other equipment at the Beeston depot includes an 80-ton Laycock Press, an Ingersoll-Rand air compressor, and a Merlin 2-gun washer. The repair shop covers an area of 140 ft. by 90 ft. with three bays of 30 ft., whilst the vehicles are fitted with Bray water heater equipment. Track is kept of the sequence of maintenance for this large fleet on an indicator board in the maintenance engineer's office.

Fuel Consumption

Relative to fuel consumption, an average of around 25 m.p.g. is being obtained from many of Boots' 3-tonners fitted with Perkins P4 oil engines. The Seddon 7-tonners, with P6 engines, are averaging around 16½ m.p.g. and an engine life of approximately 300,000 miles is being achieved after overhaul at approximately 160,000 miles. Their Karrier Bantams, fitted with oil engines, have a fuel consumption rate of 15.5 m.p.g.

Individual vehicle costs are recorded on a monthly card. Corresponding to the company's financial year this runs from April to March with an intermediate sub-total after six months. Details recorded in the heading include the registration number, type of vehicle and engine.

The card is then divided horizontally into four main sections. The first is devoted to standing costs and is subdivided into wages—direct and indirect, licence, insurance, garage rent, garage general and interest. The running costs in the second section consist of fuel, lubricants, tyres, depreciation, repairs—labour and materials, together with breakages and sundry expenses.

There then follows lines in which to record the total monthly cost, mileage, hours worked, tonnage, book value and actual tyre costs. In the fourth section both half-yearly and yearly summaries are computed in which these several costs are shown as a percentage of the standing and total costs. Total average costs per mile, per hour and per ton are also calculated. It is then the policy of the traffic department to aim at charging branches and departments for services provided at a level which will recoup the overall cost of operation.

The benefits that can be derived from radio control of commercial vehicles are shown to maximum effect in its employment on the 264-acre site at Beeston. Two men are fully employed in the control room and are in direct contact with the many points within this large factory group concerned with traffic movement. Radio contact is also maintained with corresponding points at the Nottingham premises of the company.

A magnetic indicator board is used to show the position of any of the 27 tractors or 99 trailers at work throughout the area and whether they are loaded or empty. For a variety of reasons the precise time at which a trailer may be required or released cannot often be predetermined. On such occasions the availability of radio control is of great value to both the production and transport departments. An average of 400 calls per day indicates its practical use and in Mr. Bell's opinion justifies the outlay of approximately £100 per vehicle on this Pye equipment.

A Rolls-Royce B-81 6.5 litre eight-cylindere petrol engine, giving 195 b.h.p. at 3,750 r.p.m. and 333 lb.-ft. torque at 2,200 r.p.m. powers this E.R.F. eight-wheeled goods chassis, which is intended for tanker operation on British motorways, but is seen with a temporary test body and weights.



Indications are That Specific Fuel Consumptions of Future Petrol Engines will Match Those of Diesels at Above Half Load : Fuel-technology Progress may Favour Petrol Designs

THE PETROL ENGINE— *What are the Potentialities?*

RECENT discussions with leading research engineers have clearly indicated that petrol engines will be available in the near future, the specific fuel consumption of which will match that of established types of diesel at loads exceeding 50 to 60 per cent. Details of research work on experimental engines are not currently available, but it has been stated by various authorities that with improved breathing and new forms of combustion chamber, the cycle efficiency can be greatly improved, particularly at part loads. Accurate matching of combustion chambers is an important aspect of these developments and depends in part on the use of a chamber that can be easily machined.

Throughout the history of the petrol engine one of the main targets of designers and fuel technicians has been to increase the compression ratio to its maximum useful level, that is without incurring detonation. Raising the compression ratio improves both output and specific fuel consumption, but this double advantage creates a particular problem in fostering the use of a petrol engine in place of a diesel counterpart.

For engines of similar size the petrol engine would have about 15 per cent. more power than the diesel engine. This higher performance is inevitably exploited by the average driver, so that in practice the m.p.g. of a vehicle equipped with a high-compression unit frequently does not show to advantage compared with the consumption of a basically similar diesel unit. When a comparison is made between the consumption of a vehicle powered by a petrol engine and a similar model equipped with a diesel, therefore, due allowance must normally be made for the higher power output of the spark-ignition engine and the effect of this on m.p.g.

Heavier diesel-engined trucking vehicles have attained a seemingly impregnable position with regard to fuel economy and long life, and it is significant that there is a dearth of high-powered petrol engines which could be used in place

of the diesel units, with one notable British exception.

The claim that a petrol engine cannot compete with the diesel in terms of low-speed torque and long life is not, however, valid, and the advent of motorways favours the use of petrol engines. Spark-ignition units can be built which provide a higher torque than the diesel with the same power-output rating and which can match the diesel for durability given that adequate scantlings are employed and that high-grade materials are used. If the vehicle is operated continuously at over 70 per cent. load and the power unit is an advanced type of petrol engine operating on the highest useful compression ratio, specific fuel consumption will be comparable.

In considering the more practical aspects of vehicle operation, the petrol engine is at a particular disadvantage in applications which normally afford accurate comparisons, because these generally relate to smaller vehicles running much of their life under light load in congested areas. The diesel will inevitably retain an advantage over the petrol

This G.M.C. tractive unit has a gross train weight rating of 27 tons and is powered by a 5.75-litre V-6 petrol engine developing 180 b.h.p. at 3,600 r.p.m. and 312 lb.-ft. torque at 1,400/2,400 r.p.m. It has a tilt cab to provide easy access to the power unit.



engine for this type of work, despite the fact that the overall working life of the vehicle is relatively short and the higher first cost of the power unit represents a more serious depreciation factor. The majority of operators of diesel engine vehicles in this category would, however, prefer a petrol engine if the fuel-cost advantage of the oil engine could be reduced by 30 to 40 per cent. It is notable that this is envisaged as a possibility by some engine designers.

This, however, still leaves the diesel engine with an m.p.g. advantage proportionate to the difference in specific gravity of Derv and gasoline and with a fuel-cost advantage equal to the difference in fuel prices. The total running-cost advantage estimated on this basis is about 17 per cent.

This would be more than offset by the lower cost of the petrol engine (for a given power) and its reduced weight. Over a 10-year life (and a total operating mileage in excess of 250,000) the cost advantage would be negligible, but the weight saved could give a payload gain up to, say, 8 per cent. This might be increased if the reduced dimensions of the petrol engine were fully exploited by the vehicle builder.

Fuel Technology Important

It is pertinent that progress in fuel technology is of far greater importance to the petrol engine than the diesel, in that the compression ratio that can be employed in a petrol engine is mainly a function of the octane number of the fuel, whereas quite wide variations in cetane number have little effect on diesel engine performance. The advantages of raising the compression ratio of the petrol engine obey the law of decreasing return with regard to both peak output and minimum fuel consumption, and above a critical ratio a high price is paid in terms of a disproportionate increase in mechanical losses for relatively small gains. It is not, therefore, expedient to exceed this critical limit to increase the maximum power available and to improve the minimum fuel consumption, but a very high ratio can nevertheless give valuable gains in terms of part-load economy.

An efficient variable-ratio piston would solve the problem of catering for peak loads and favourable part-load consumption, but a piston of this type is not currently available at reasonable cost. In its "ideal" form, such a piston would automatically raise the effective compression ratio of the engine with a reduction in cylinder pressure, and would therefore provide substantially constant-pressure operation over the normal operating range of the unit. This would be particularly valuable in the case of a high-compression engine that was operated for long periods at small throttle openings. In a particular case the nominal compression ratio would be increased by say, four-five ratios when the engine was operating at 15 per cent. load at a relatively high r.p.m.

Decisive Disadvantage

The importance of octane number to the petrol engine could be a decisive disadvantage in the event of a "national emergency" or if there were a near prospect of such an emergency. In the event, it is probable that the most readily available non-leaded fuel would have an octane number as low as 25-45, which would necessitate a very large reduction in compression ratio, and this would have a very serious effect on both power output and fuel economy and render most present-day spark-ignition engines inoperative.

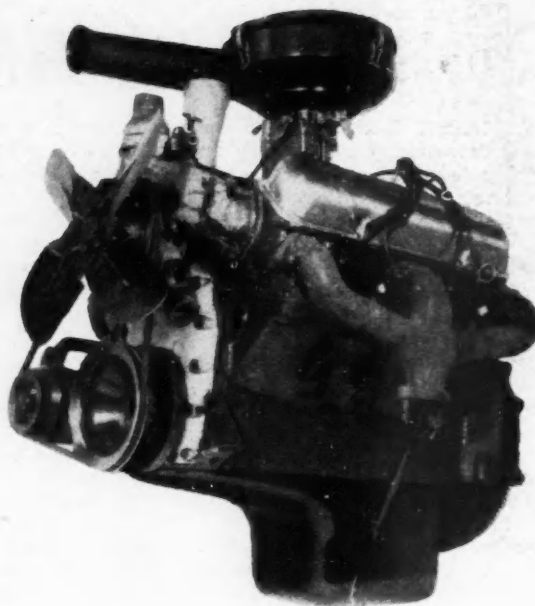
In contrast, the diesel engine is virtually omnivorous and could be adapted to burn this or any other fuel in the distillate range. It is relevant that turbocharging enables a wider range of fuels to be used without penalty in noise or economy.

B40

Because the cylinder head of the petrol engine cannot usually be overcooled, a substantial improvement in the power output and octane requirement of the unit might be obtained by employing separate cooling systems for the head and barrel. Alternatively, this improvement can be achieved by the use of light alloy for the cylinder head with the added advantage of reduced weight.

A short review of cooling problems will indicate one of the basic differences between the petrol-engine and diesel cycles. Whilst it is essential to cool the combustion chamber of the petrol engine to the greatest possible extent to enable the highest compression ratio to be used without detonation, heat abstraction from the combustion chamber of a diesel gives a corresponding reduction in efficiency, that is particularly noticeable at part loads, cooling of the cylinder head being only necessary to prevent physical damage to the materials.

In both units the temperature of the jacket coolant is at an optimum value when near the boiling point of the



The Volvo B 36 AV 3.6-litre V-8 petrol engine was originally designed for a private car but is now used in a 5-ton lorry. It produces 120 b.h.p. at 4,000 r.p.m., with a torque output of 188 lb.-ft. at 2,200 r.p.m.

coolant, a relatively high temperature being required to reduce heat losses. The development of lubricants with a flat viscosity curve has reduced, but not eliminated, the loss through viscous friction when operating at a low temperature.

Advances in metallurgy and oil technology have been all-important to design progress since the war and will undoubtedly play an equally important part in the coming years as a means of accommodating higher temperatures and pressures. Both types of unit will benefit, but it is appropriate to re-emphasize that the petrol engine also stands to gain considerable advantages from progress in fuel technology. This dual contribution to petrol-engine progress may be a decisive factor in its favour.



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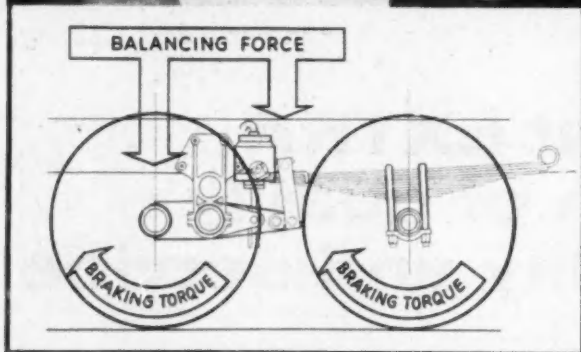
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COMMENTARY

by JANUS

ANOTHER ONE?

"AS for living," said Villiers de l'Isle-Adams by way of advice to budding writers, "our servants will do that for us." A century later it might be said with equal propriety that committees are available to do our thinking. The stock answer to a problem is to refer it to a committee, in the hope that it will solve itself or become out of date before a report has to be made. The bigger the problem, the longer is the report likely to be in coming, so that a committee provides the perfect example of a system of cold storage suitable for all requirements.

There are always exceptions. This somewhat cynical approach hardly applies to the new *ad hoc* committee on licensing set up by the Road Haulage Association. With the decision of the Court of Appeal in the case of Merchandise Transport, the really serious problem that had been vexing hauliers for several months previously appeared to have melted away completely in the course of a leisurely three-sided exposition of the true significance of the law of licensing for goods vehicles. The time seemed to have come for disbanding committees rather than appointing them.

ALTHOUGH licensing is so important to hauliers, the most prolonged enquiry among them rarely shows that they have any grave fault to find with the present system. The restriction that may at times annoy them, at other times protects them. The occasional disturbing decision that seems calculated to open the door to a flood of new entrants rarely lives up to its threat. The anomalies are irritating rather than disastrous. The complications may be so great that only a few legal experts can understand them, but the haulier is content, in the mood of Villiers de l'Isle-Adams, to let the experts get on with the job.

Why therefore yet another committee? The R.H.A. already have a standing licensing committee who meet regularly with terms of reference that must surely include those of the proposed new body. Through the usual channels the views of individual members or of areas can come before the permanent committee, who can then make recommendations or decide to take no action. The tempting reflection is that in present circumstances, when there is no great licensing *cause célèbre* or controversy, that ought to be enough.

THE reason may lie in the apparent calm. It may be generating a feeling of uneasiness among hauliers. Often enough they speak highly of the licensing system in public. In a favourite phrase of theirs, it has "stood the test of time." They may really believe this when they say it. Their disquiet lies deeper. They know very well that the system was drafted at a time when the situation was greatly different from what it is today. Even then, the final shape taken by the legislation of 1933 was influenced by the pressure of various interests and to some extent the opinions of political parties and individual parliamentarians.

While it was certainly not ramshackle, the licensing system was by no means the best that could have been devised. As the situation that gave it birth subsequently changed so drastically, one might have expected the system also to be modified, although perhaps not swept away completely. Even when the opportunity arose with the 1953 Transport Act, however, the few changes made were important but not fundamental. As for the Labour party,

the only alterations they made in 1947 were to impose restrictions on hauliers that the Conservatives afterwards removed.

Sooner or later the licensing system may come under review, in which case the loaded question will be whether the end has justified the means. Of the intention there can be little doubt. It was to protect the interests of the railways, so that they would survive and even prosper in spite of competition from a new form of transport. The method used was simply to restrict the growth of the road haulage industry. This was done with what may be thought surprising efficiency. There are now, if the statistics are to be believed, no more than about 10 per cent. more vehicles on A licence than there were before the war, and there has been an increase of perhaps one third in the number on B licence.

In spite of this premeditated stunting of a great industry, the affairs of the railways have gone from bad to worse, so much so that legislation is being introduced this session in an endeavour to put the affairs of nationalized transport on a more rational footing. Not only has the end failed to justify the means; the end has not even been achieved.

The haulier can hardly be the villain. The railways themselves are inclined to blame the C licence holder and point to the more than threefold increase in C licensed vehicles since the war. This accusation makes no better sense. Nearly all the vehicles on C licence are engaged on retail or local deliveries; and for the rest there is no reason why the trader should not send his goods by rail unless it was very much to his disadvantage.

OBVIOUSLY, the decline of the railways has been inevitable and would have taken place in almost any circumstances short of a total proscription of road transport. It could well follow from this that the greater part of the 1933 Act was irrelevant and that the 30 years' subjugation of the haulier has been suffered in vain. If it were once established that restrictions on him bear no relation to the fortunes of the railways, the conclusion might be that the reasons for the licensing system have passed, or were perhaps never valid.

This is not an impossible train of thought. There are many people who have consistently believed that the 1933 Act was largely unnecessary and that whatever results were expected from it could equally have been achieved within a framework of free competition. This opinion could spread if the Government's new legislation is such as to allow the railways to settle into a fresh mould, less pretentious than before and more in keeping with their present status *vis à vis* road transport.

The haulier might not welcome such a trend. As I began by saying, he does not himself find anything radically wrong with the licensing system. Like most other people, when it comes to the point, he prefers the familiar to the strange and is reluctant to support any sweeping modifications. The question is whether he would be permitted to continue in his way of life without disturbance. Other people, and especially the politicians, might feel the time had arrived for another look at licensing. Possibly, without exactly being able to formulate the point in words, hauliers have felt that a crisis of this sort might well be approaching, and have decided to be first in the field with their own inquiry.

New Equipment and Publications

Removing Broken Pieces

BROKEN taps, reamers, drills, set screws, pins or dowels firmly fixed in their holes can be removed without risk of damage to the hole with the newly introduced Dohm Disintegrator.

Spark erosion is used with this machine to destroy the core of the broken part so that it collapses. This is done without rotary cutting, chipping or any other form of mechanical action, so that there is no danger of damage to the original hole, even where it is threaded.

The equipment consists of a power unit, a work head, which is connected to the power unit and to a water supply, a hollow electrode, fitting into the work head, an earth clamp, and a special stand. A splash guard and sump are also supplied.

Where large and heavy castings or forgings are involved, the machine can be taken to the job.

In operation, the appropriate electrode

is fitted to the work head and with the power switched on, and the water running, the operator makes electrical contact between the electrode and the broken tool, the water acting both as a coolant and to wash away the disintegrated particles.

Various sizes of electrodes are available for use with different hole sizes—the standard range covering $\frac{1}{16}$ in. to $\frac{1}{4}$ in. The equipment is said to work equally well with ferrous and non-ferrous metals, and there is no transfer of heat to the casting or forging and, consequently, no risk of affecting the hardness or temper of the part.

As an indication of the rate of operation, the Disintegrator is claimed to remove a $\frac{1}{16}$ -in.-diameter high-speed-steel tap, $\frac{1}{2}$ -in. long in 1 minute 35 seconds.

Full details are available from Dohm, Ltd., 167 Victoria Street, London, S.W.1.



The Dohm Disintegrator will remove such things as drills and taps broken off during machining without damaging the component.

Useful Tool Kit

A SMALL kit of tools which would be of great use in the event of a minor breakdown is now marketed by the Darwin Tool Division of J. Stead and Co., Ltd., Manor Works, Sheffield, 2. The tools are contained in a strong plastic wallet, which measures 7 in. by 3 $\frac{1}{2}$ in. by 1 $\frac{1}{2}$ in. when closed.

Six tools make up the kit. They are two cabinet handle screwdrivers, one to suit slot-headed screws the other to suit those with a No. 1 size Phillips recess; a pair of long-nosed pliers with insulated handles; a pad saw with two saw blades (for wood and metal) and a knife blade; a tyre pressure gauge reading up to 50 p.s.i.; and a tester for checking 6- or 12-v electric circuits.

Retail price of the kit is £1 17s. 6d.



J. Stead and Co., Ltd., now market this small tool kit.

Tipping Gear

A LEAFLET has been produced by Edbro-B. and E. Tippers, Ltd., Quebec Street, Bolton, Lancs, entitled "An examination of the Facts." This

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deals with the differences between front of body ram-end tipping gears and underbody ram-end tipping gears.

The publication is designed to give operators a clear picture of the differences between the two types of equipment.

Body Filler

A NEW body filler—Ali-Fil—is now made by Flo-Rite, Ltd., Wallington, Surrey, and distributed by Valentine Varnish and Lacquer Co., Ltd., Colham Mill Road, West Drayton, Middx. The new product is a two-pack filler using aluminium powder and polyester resin. It has all the characteristics of body solder with many additional advantages.

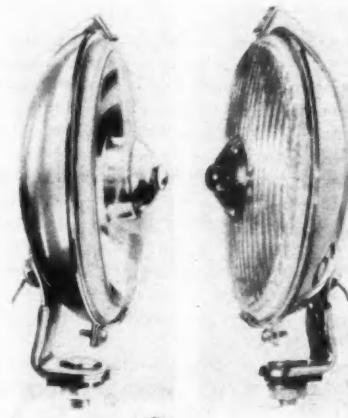
One of the most important is that Ali-Fil can be used where heating is undesirable. Other advantages are that it is cheaper, lighter (14 lb. of Ali-Fil will do the work of 100 lb. of body solder), is easy to use (without special tools) and that it does not clog sanding discs or papers.

In use, the resin and powder are mixed together to a stiff paste and applied with a knife to the bare metal, which should be cleaned and sanded to give the best adhesion. Ali-Fil is cured in 24 minutes under normal conditions, but a booster is available which reduces the curing time to 5-8 minutes.

Three sizes of Ali-Fil are sold. 1 lb. costs 15s. 6d., 3 $\frac{1}{2}$ lb. costs £2 2s. and 14 lb. costs £8.

Fog and Spot Lamps

TWO new lamps have been introduced by Wipac Group Sales, Ltd., of Buckingham. These are the Major spot lamp and the Major fog lamp. Both are available in 6-v. and 12-v. versions and have a chromed brass body and 6 $\frac{1}{2}$ -in.-dia. lens. The lamps have an adjustable bracket which follows the contours of the lamp and can be fitted to any flat surface.



The new Wipac spot and fog lamps.

Reflectors for both lamps are coated with aluminium by a process carried out under vacuum. This ensures an uncontaminated ultra-smooth surface producing a high yield of reflected light from a given bulb. In the spot lamp, this produces a powerful, long-range pencil beam and in the fog lamp, which has an amber lens, it gives good fog penetration with minimum dazzle and glare.

Cost of the Wipac Major spot and fog lamps is £2 18s. 6d. each.

Fire Extinguishers

INCLUDED in a booklet issued by the Valor Co., Ltd., of Erdington, Birmingham, showing the range of fire extinguishers made by the company, is a new unit suitable for carrying on vehicles. This is the Valor model FI/94, which is a 1-quart capacity CTC pressure extinguisher, the contents being forced out of the nozzle when the knob at the top is struck.

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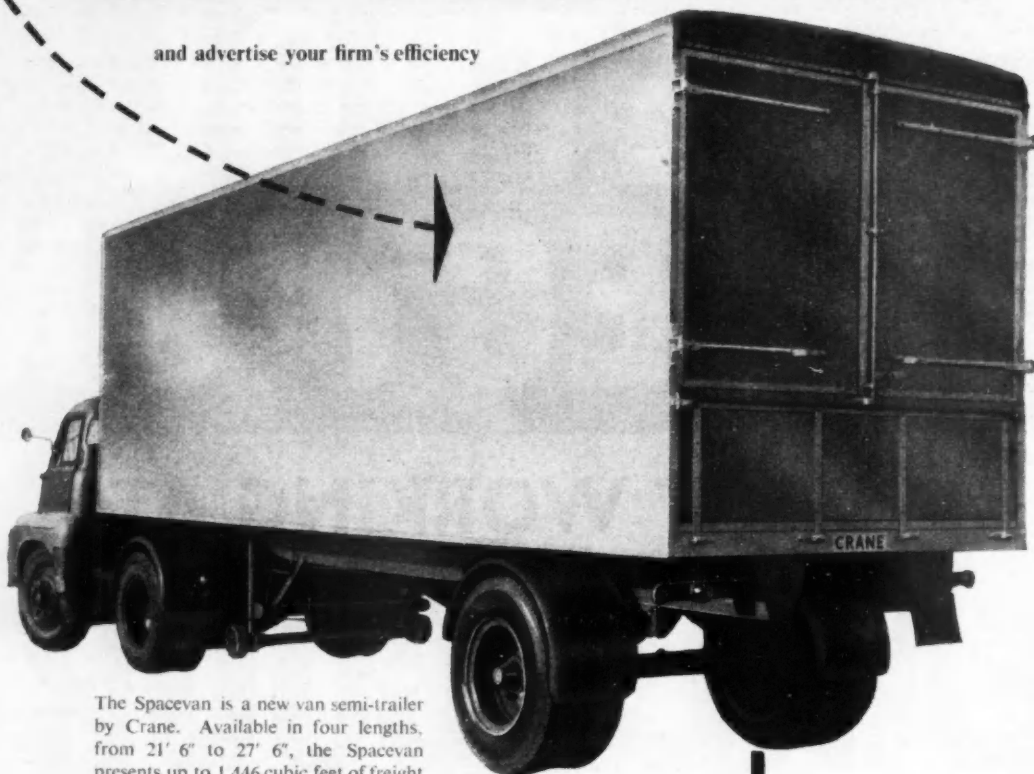
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Letters to the Editor

A Premium on Early Dispatch to the Docks

RECENTLY we were asked by one of our customers to quote for the haulage of 100 tons to London docks, which we were pleased to do. Unfortunately this material was carried via British Railways. The reason was that the shipping agent for this European customer asked British Railways to quote and was told that, although the rate by road was 10s. cheaper, if the boat could not accept at the time of delivery, a levy of 22s. a ton would be charged if the goods were placed on the dock, or in a shed, making road haulage plus dock levy 12s. a ton more than rail.

We have contacted the local office of the Road Haulage Association, and the Chamber of Commerce, and have been told that this is the first time, to their knowledge, that such charges have been made. Have any such charges been brought to your notice, or is this a new practice of British Railways to woo traffic from road?

We were also under the impression that the shipping agent arranged for storage, if any were required.

What is the position if an exporter, whose goods were sent to the docks on the first day of loading (as often requested), and not needed on board until the boat was nearly loaded? Delivery at Liverpool is sometimes chaotic now, but if this charge should become a regular practice, all shipping and transport managers would dispatch their goods two or three days before closing day of the boat, causing more chaos than ever.

Sheffield, 8.

W. JORDAN,
Director,

F. H. Cooper and T. W. Hart, Ltd.

Cut Rates Are A Scourge

IN answer to Rebel, who wishes to know what cut rate is (as if he didn't know), here is my opinion: a cut rate is a scourge, a dirty disease we could well do without, although in my opinion we never ever will get rid of it. To some,

perhaps to Rebel, it is just a matter of knocking off a few bob per ton to obtain a return load—to cover expenses. As he states, it is better than empty running . . . or is it?

Many reputable hauliers have lost their work, and even long contracts, through this underhand method of rate cutting. Good old firms, large and small, have lost work and laid lorries up (which inevitably meant drivers, mates and in some cases yard staff being put off).

When you look at such specialized work as tankers, heavy haulage and meat transport, to mention a few, I can assure Rebel that many hundreds of good men have been put out of work through dirty cut-rate tactics.

Operators employ drivers who work long hours illegally, use lorries that are well overloaded—and in some cases these operators are still only just getting through. Every newcomer to haulage nearly always further cuts the rate, so how will it all end? I trust Rebel will remember it is not such a casual procedure as he thinks. This is all the result of the Government's free-for-all attitude; now we have far too many hauliers and hence all that I have explained.

London, E.

FAIR PLAY.

This Is a Cut Rate

FOR the guidance of Rebel, who wanted to know what a cut rate is, in your issue of October 6.

It is a rate which is quoted below that which he himself charges for the outward run, before he accepts a return load at below-cost rate.

If Rebel's principle were adopted by hauliers throughout the country, then all traffic would eventually become return loads.

Plymouth.

W. E. FOSTER,
Secretary, Devon and Cornwall Area,
Road Haulage Association.

Lorries Can Park Here, Too

THE first ramp-type multi-storey car park in the City of London (see right) was officially opened recently at 170 Aldersgate Street, E.C.1.

Parking space for up to 700 vehicles is provided in the building. Headroom in the upper floors is 7 ft. and in the basement, which is intended for the accommodation of commercial vehicles, it is 10 ft. Exit and entrance ramps are 14 ft. wide and the ramps between the floors have 1-in-9.0 gradients.

Standard charges are 1s. per hour, 5s. per day (8 a.m. to 6 p.m.), 2s. 6d. per night (6 p.m. to 8 a.m.) and £5 per calendar month.



Expansion Trends in Haulage**34 Vehicle Switch in Yorkshire**

BY far the most substantial application this week is contained in the Yorkshire area *Applications and Decisions*. Following current trends, Gupwell Transport Contracts, Ltd., of Birmingham, ask to switch 34 vehicles, of an unladen weight of 90½ tons, from contract A to a B licence. The vehicles, if granted, will carry chocolate, confectionery, cocoa and biscuits in four northern counties on behalf of the associated companies of Cadbury Bros. and J. S. Fry and Sons and occasionally where required in exceptional circumstances or emergency. They will operate from Leeds.

There is also a fairly large A licence variation from this area. Hanson Haulage (Leeds), Ltd., with a base given as Pudsey,

wish to add five "maintenance and repair" vehicles to their fleet.

Another substantial application this week comes from the Western area where J. Fish and Sons, Ltd., of Bristol, are asking for an A variation to add eight articulated units with an unladen weight of 59½ tons. The outfits, if granted, will be carrying "general goods, Great Britain."

T. Wilkinson and Sons (Transport) of Winchester, in the South Eastern area, wish to transfer two vehicles from the Western area to operate under a B licence carrying goods for A. F. Newell and Sons and T. Wilkinson within 150 miles of operating centre. One of the vehicles is a "switch" from a contract A licence.

CONTRACTIONS: add, additional; agric., agricultural; arc., articulated unit; c, cwt.; g.g., general goods; G.B., Great Britain; ind., indivisible; lic., licence; low-ldr., low-loader; mats., materials; N.U., normal user; S.T., special type; t, tons; T., tipper; trl., trailer; var., variation; wh., wheels.

occasionally where required in exceptional circumstances or emergency. (If granted contract A lic. will be surrendered.)

Y 11/10/9.—**J. Sheppard**, Sheffield, new B lic., 1 veh. (4t). Precast concrete for Wm. Prestwich and Son within 50 miles. Collection and delivery of steel, food products and export goods in connection with applicant's own licensed trunk vehs. within 20 miles.

Y 11/10/10.—**T. J. Varley**, Stainforth, new B lic., 1 veh. (1t). Building mats. within 100 miles.

EAST MIDLAND**Applications**

EM 4/10/1.—**R. D. and I. D. Moses**, Swineshead, new A lic., 2 veh. (8t). Agric. produce: markets in the Midlands and Southampton.

EM 4/10/2.—**I. W. Blockley and Sons, Ltd.**, Heather, A var., add 3 art. (18t). General haulage, mainly building, road making mats., steel, machinery, timber, foodstuffs, agric. produce, requisites, chemicals, leather goods, G.B.

EM 4/10/3.—**G. V. Dennis, Ltd.**, Nottingham, A var., add 1 veh. (3t).

EM 4/10/4.—**H. Smith**, Retford, A var., add 4 veh. (23t 2c). (If granted contract A lic. will be surrendered.)

EM 4/10/5.—**F. Wigley**, Bonsall, new B lic., 1 veh. (2t 1c). Livestock within 20 miles.

EM 4/10/6.—**R. A. and R. W. Gee**, Kerby Fellars, new B lic., 1 veh. (Private car) and 1 tri. (5c). Towing of caravans, light trailers and boats within 100 miles.

EM 4/10/7.—**Cottons Transport**, Woodville, new B lic., 3 veh. (11t 1c). Opencast coal only from sites to screens and stocking grounds, as required for Cawood Wharton and Co., Ltd.

EM 4/10/8.—**J. W. Smith**, Belper, B var., add 2 veh. (7t 3c). Opencast coal only from sites to screens and stocking grounds for Cawood Wharton and Co., Ltd.

EM 4/10/9.—**Service Motors**, Codnor, B var., add 2 veh. (6t 13c). Opencast coal only from sites to screens and stocking grounds for Cawood Wharton and Co., Ltd.

EM 4/10/10.—**Campbell and Goodman**, Kirkby-in-Ashfield, B var., add 2 veh. (8t 4c). Opencast coal only from sites to screens and also stocking grounds for Cawood Wharton and Co., Ltd. Add to conditions of one veh.: Opencast coal only from sites to screens and also stocking grounds for Cawood Wharton and Co., Ltd.

WEST MIDLAND**Applications**

WM 5/10/1.—**J. O'Callaghan**, Birmingham, new B lic., 1 T. (4½t). Carrying mats. for Pirelli Cable and M.E.B., as required.

WM 5/10/2.—**Brian Hardy**, Pershore, new B lic., 2 art. (9½t). Animal feedstuffs for Lever Bros., Ltd., from Avonmouth to their customers in the Worcester area as required.

(Continued on page 391)

NORTHERN**Applications**

N 3/10/1.—**R. Rankin and Sons, Ltd.**, Middlesbrough, A var., add 2 veh. (20½t) tankers. Bulk liquids mainly for Imperial Chemical Industries, Ltd., Shell Mex and B.P. Ltd., Associated Chemical Companies Ltd., British Titan Products, mainly northern Yorkshire and North Western Traffic areas.

N 3/10/2.—**A. Bell (Stockton), Ltd.**, A var., add 1 art. (7½t). Mainly foodstuffs, salt products, steel, machine y, paper, building mats., wire, fertilizers, chemicals, wood crates and timber, other goods as required. Mainly trunk service to the north east coast and eastern counties, elsewhere as required by customers. This vehicle to be used mainly for maintenance purposes.

N 3/10/3.—**B.R.S. (Pickfords), Ltd.**, Stockton-on-Tees, A var., add 1 art. (27t 2c).

N 3/10/4.—**W. Gray and Co., Ltd.**, West Hartlepool, new B lic., 2 veh. (4t 12c). 1 art. (4t 5c). G.g. approx. 50 miles. (Vehs. specified in C lic.)

N 3/10/5.—**J. Nicholson**, Sedburgh, B var., add 3 T. (13½t), delete 1 veh. (3t).

N 3/10/6.—**Chasney and Pow, Ltd.**, Sunderland, B var., add 5 veh. (20t 9c) (platforms). Containers (1t 10c). Poultry for D. B. Marshall (Newbridge), Ltd., and meat for C.A.P. Sansinena Co., Ltd. (If granted contract lic. will be surrendered.)

NORTH WESTERN**Applications**

NW 6/10/1.—**Packs Transport, Ltd.**, Timperley, A var., add 2 veh. (7½t).

NW 6/10/2.—**Smiths of Barmouth, Ltd.**, new B lic., 1 veh. (2½t). Caravan towing only within 300 miles.

NW 6/10/3.—**Bracewell Simonstone, Ltd.**, Burnley, new B lic., 1 veh. (2½t). Live and dead stock, poultry, wood shavings, building mats., and machinery within 50 miles.

NW 6/10/4.—**J. and J. C. McCormick**, Hyde, new B lic., 1 veh. (2½t). Skins for C. Bamford (Skins Manufacturers, Hyde) to Leeds and districts, and old skins returned for repair.

NW 6/10/5.—**L. Allen**, Timperley, new B lic., 1 veh. (4t). Sand, gravel and coal and coke within 30 miles; sand and gravel for Whitebarn Farm, Ltd., coal and coke for E. and F. Beattie, Ltd.

NW 6/10/6.—**J. W. Walker and Son**, Liverpool, B var., add 1 veh. (1t).

The Northern Trailer Co., Bishopbriggs, Glasgow, have recently completed a 16-17 ton tandem-axle semi-trailer designed to comply with international regulations for Monk International Transport, Oldhill, Staffs. A feature of the construction is the easily detachable superstructure. When this is erected and covered by the canvas tilt the trailer can be sealed by the Customs authorities. Two 10-ton capacity axles are fitted and the overall length is 27 ft.

NW 6/10/7.—**G. Waddacor, Ltd.**, Manchester, B var., add 2 T. (9t).

NW 6/10/8.—**J. H. Willis**, Wrexham, B var., add 1 veh. (9½t) (tanker). Milk for the Milk Marketing Board, Newcastle (Staffs), as requested.

YORKSHIRE**Applications**

Y 11/10/1.—**E. Holt**, Bingley, A var., add 1 tri. (2½t).

Y 11/10/2.—**Hanson Haulage (Leeds), Ltd.**, Pudsey, A var., add 5 veh. (17½t). These vehs. are required to facilitate fleet maintenance only.

Y 11/10/3.—**W. Brown**, Boston Spa, new B lic., 1 art. (7½t). Round timber and equipment (tractors) where required. (If granted contract A lic. will be surrendered.)

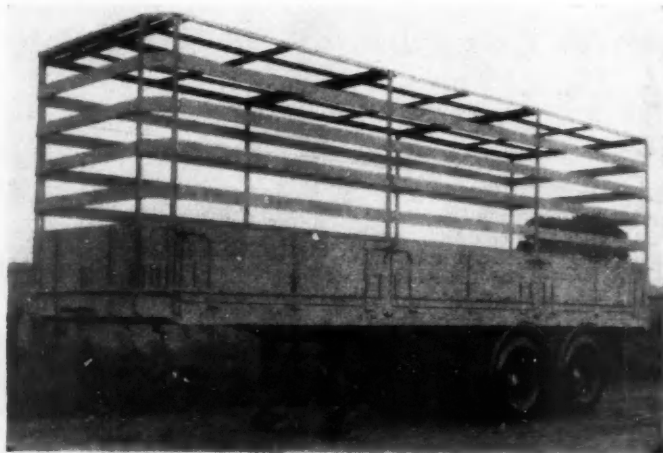
Y 11/10/4.—**Unilever, Ltd.**, Bradford, new B lic., 4 veh. (15t). Distribution of consumer goods from Bradford and any goods returned within 50 miles.

Y 11/10/5.—**A. Goodall**, Dewsbury, new B lic., 1 veh. (2½t). Goods to and from auction sales within 25 miles.

Y 11/10/6.—**Unilever, Ltd.**, Dronfield, new B lic., 3 veh. (10½t). Distribution of consumer goods from Dronfield and any goods returned within 40 miles.

Y 11/10/7.—**Unilever, Ltd.**, Hull, new B lic., 2 veh. (7½t). Distribution of consumer goods from Hull and any goods returned within 60 miles.

Y 11/10/8.—**Gupwell Transport Contracts, Ltd.**, Leeds, new B lic., 34 veh. (90½t). Chocolate, confectionery, cocoa and biscuits in Yorkshire, Westmorland, North Lancashire on behalf of associated companies of Cadbury Bros., Ltd., Bourneville and J. S. Fry and Sons, Ltd., Somerdale, Bristol, and



What
Isn't
There
Costs
Nothing



Photograph by courtesy of
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About $\frac{1}{2}$ ton of deadweight — the amount saved by building in **IMPALCO** aluminium. Nearly $\frac{1}{2}$ ton less tare saves fuel. At the same time, durable, good looking Impalco Aluminium saves maintenance costs.

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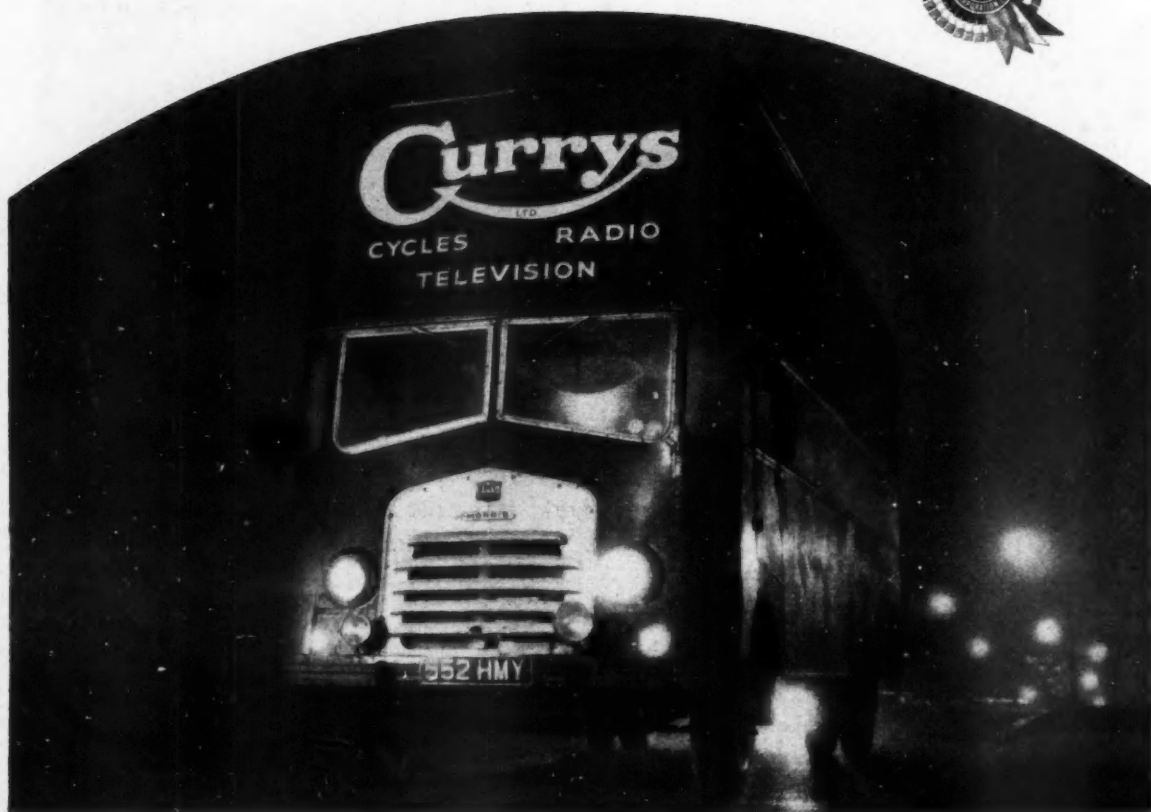
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Behind every B.M.C. vehicle there is the finest maintenance and repair service you can get. It includes the immediate supply of a B.M.C. Genuine Part, made and machined with the same precision as the original and warranted for 12 months, Replacement Units, Approved Accessories, a highly efficient "Vehicle-off-the-Road" service and regular Service Weeks covering the B.M.C. marques. Your B.M.C. Dealer, with factory-trained mechanics working for him and B.M.C. Service Ltd. behind him is your best ally in getting the most earning-power out of your B.M.C. vehicles.

AUSTIN and MORRIS-COMMERCIAL • GIPSY



B.M.C. SERVICE LIMITED, Cowley, Oxford

WM 5/10/3.—**A. O. Wheatley**, Stoke-on-Trent, new B lic., 1 T. (7½t). Surplus spoil, road-making mats, for Conway's Sand and Gravel, Ltd., in connection with their contract with John Laing (Construction), Ltd., on the Birmingham-Preston Motorway, within 20 miles of Hanchurch.

WM 5/10/4.—**A. Jeffrey**, Stratford-upon-Avon, new B lic., 2 veh. (3½t). Fruit, vegetables and poultry, within 30 miles.

WM 5/10/5.—**F. S. Cole**, Welsh Newton Common, B var., add 1 art. (5½t) and 1 container (2½t). Livestock, England and Wales. Sugar beet, mainly Kidderminster, within 25 miles. Hay and straw within 100 miles. Farm requisites within 25 miles.

WM 12/10/6.—**North Shropshire Transport**, Oswestry, A var., add 2 art. (18t). Steel, scrap, foodstuffs, building mats, and chemicals. Lancashire, Cheshire, Southern Counties, and South Wales.

WM 12/10/7.—**Peterchurch Garage, Ltd.**, Hereford, new B lic., 4 veh. (19½t) includes 3 containers (6½t). G.s. within 75 miles radius and goods for Wm. P. Hartley, Ltd., to London and Aintree depots with 2 veh.; collection of pigs from farms for Fatstock Marketing Corporation, Ltd., within 25 miles for delivery as required with 1 veh.; and livestock and household furniture removals, as required; other goods within 25 miles with 1 veh.

WM 12/10/8.—**A. F. Laws**, Nuncaton, new B lic., 1 veh. (2½t). Coal and coke within 25 miles.

WM 12/10/9.—**H. Moon**, Nuncaton, new B lic., 1 T. (3t). Solid fuel in bags on behalf of the National Coal Board from Baddesley, Newdigate, and Coventry Landsales, within 25 miles.

WM 12/10/10.—**E. T. M. Owen**, Shrewsbury, new B lic., 1 T. (4t). Goods for Timmins and Tudor (Hadden), Ltd.; other goods within 25 miles. (If granted contract A lic. will be surrendered.)

WM 12/10/11.—**E. G. J. Jackson**, Stoke-on-Trent, new B lic., 1 T. (3½t). Surplus spoil, road-making mats, for Conway's Sand and Gravel, Ltd., in connection with their contract with John Laing (Construction), Ltd., on the Birmingham-Preston Motorway, within 20 miles of Hanchurch.

WM 12/10/12.—**C. White**, Stoke-on-Trent, new B lic., 1 T. (6½t). Surplus spoil, road-making mats, for Conway's Sand and Gravel, Ltd., in connection with their contract with John Laing (Construction), Ltd., on the Birmingham-Preston Motorway, within 20 miles of Hanchurch.

WM 12/10/13.—**A. Holland**, Worcester, new B lic., 1 T. (3t). Road-making mats for A. Monk and Co., Ltd., within 25 miles of Whittington.

WM 12/10/14.—**C. A. Roads**, Worcester, new B lic., 1 veh. (3½t). Road-making mats, for A. Monk and Co., Ltd., within 25 miles of Whittington.

WM 12/10/15.—**W. S. Sleeman and Son**, Ledbury, B var., add 1 T. (3t). Road-making and excavating mats, within 25 miles.

WM 12/10/16.—**A. Dale**, Leek, B var., add 2 T. (7½t). Goods for Derbyshire Stone Sales, Ltd., and Hullan Gravel Co., Ltd., within 50 miles.

SOUTH WALES

Applications

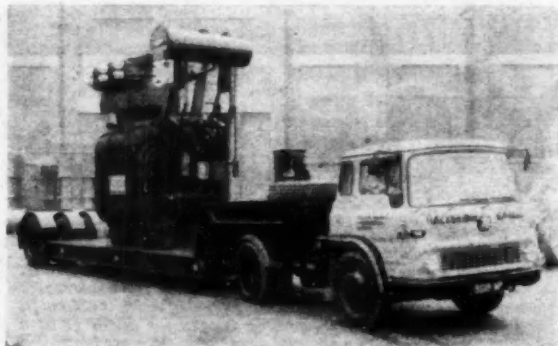
SW 4/10/1.—**Ross Garages, Ltd.**, Cardiff, A var., add 5 art. (50t). Mainly steel bars in long lengths—England and Wales.

SW 4/10/2.—**Walters Bros. (Brecon), Ltd.**, new B lic., 1 T. (4t). Building mats, generally, office equipment, and mats where these infringe upon our building trade within 20 miles. (Veh. at present specified in C lic.)

SW 4/10/3.—**D. and D. Coal Co.**, Cwmwraich, new B lic., 1 T. (4½t). Haulage of coal within 25 miles. (Veh. at present specified in C lic.)

SW 4/10/4.—**Lowndes Garages (Haverfordwest), Ltd.**, new B lic., 1 veh. (2½t). British Oxygen gas cylinders within 20 miles.

SW 4/10/5.—**S. Jones, Swansea**, B var., delete 1 veh. (3½t), add 1 veh. (4t) and add 1 T. (4t). Road and building mats, and coal within 50 miles.



Besides being used for the transport of transformers, as seen here, this Bedford TK tractive unit and Taskers drop-frame semi-trailer also carries rolls of cable. The outfit was supplied to the Hackbridge Cable Co., Ltd., by Grand Garages (Richmond), Ltd., Twickenham, Middx.

Woodward and Son, Ltd., Formby, built the special body on this Atkinson 8-wheeler, recently put into service by Beckett's Transport (1959), Ltd., of Trentham. The vehicle has a Gardner 6LX engine and a five-speed gearbox. It is operated on contract for the Michelin Tyre Co., Ltd.



WESTERN

Applications

W 10/10/1.—**J. Fish and Sons, Ltd.**, Bristol, A var., add 8 art. (59t 15c). G.s. G.B.

W 10/10/2.—**E. J. Bennett and Sons**, Frome, A var., add 3 veh. (18t). G.s. mainly quarry and building mats, and requisites, plastics, agric. goods and requisites, foodstuffs, metals, bottled goods and machines, normally within 150 miles with 2 veh., 1 veh. to be used solely in replacement of any authorized veh. which is off the road under repair or maintenance.

W 10/10/3.—**Horrell Transport, Ltd.**, Kingsteigton, A var., add 1 art. (8t) (pole). Timber within 75 miles.

W 10/10/4.—**Wyatt Estates**, Newent, new B lic., 3 T. (15t 6c). Goods for Spencer Abbott and Co., Ltd., and John Elmes and Co., Ltd., as required. (Veh. at present specified in contract A lic. will be surrendered if application granted.)

W 10/10/5.—**J. H. Hendy**, Redruth, new B lic., 1 T. (2½t). Building, road making and excavating mats, within 20 miles. (Veh. at present specified in C lic.)

W 10/10/6.—**J. A. Hutchings**, Ledestown, B var., add 1 veh. (2t 18c). Agric. produce and requisites, milk in churns and milk products within 20 miles.

W 10/10/7.—**A. T. Wood**, Liverton, B var., add 2 veh. (6t 11c). Goods for S.S.W.A.A., Ltd., as required, road and building mats, and quarry produce within 25 miles. (1 veh. at present specified in contract A lic.)

METROPOLITAN

Applications

M 5/10/1.—**E. C. Greenlade**, Hornchurch, A var., add 1 veh. (3t 13c) (van). Furniture and effects any distance.

M 5/10/2.—**H. and T. Bryant**, Chertsey, new B lic., 1 T. (2½t). Rubbish, hard-core, trees and timber within 25 miles.

M 5/10/3.—**J. F. Hall**, Harrow-on-the-Hill, new B lic., 2 veh. (4t 6c). Hauling and towing caravans, G.B. (If granted contract A lic. will be surrendered.)

M 5/10/4.—**E. E. Howe's Transport, Ltd.**, Cheshunt, new B lic., 1 art. (6t). To replace any veh. specified on A or contract A lic. or A, B or contract A lic. of associated company, whilst undergoing repair or overhaul.

M 5/10/5.—**W. H. Palfitt**, Ware, new B lic., 2 T. (8t). Ballast, building mats, excavations and rubbish, within 20 miles.

M 5/10/6.—**Mrs. F. M. Reeves**, Loughton, new B lic., 1 T. (4t 7c). Sugar beet collected within 20 miles of Loughton railway station for delivery to Felstead. Lime sludge from Felstead Sugar

Factory within 30 miles of Loughton railway station.

M 5/10/7.—**J. T. Williams**, Potters Bar, new B lic., 1 T. (2t 11c). Builders' mat., rubbish, within 50 miles.

M 5/10/8.—**A. E. Allaway and Son**, W.7, B var., add 1 T. (3½t).

M 5/10/9.—**D. and G. Transport, Ltd.**, Hayes, B var., add 1 veh. (3t). Air-freight to and from London Airport and manufactured goods for James A. Jobling, Ltd., within 30 miles of Harlington Corner.

M 5/10/10.—**Denis Transport (Spennyngmoor), Ltd.**, Stenney, E.1, B var., add 1 veh. (3½t). Collection and delivery of goods carried or to be carried on trunk service between London and north-east England, within 25 miles of Leman Street railway station.

M 5/10/11.—**S. Finch**, Stanmore, B var., add 1 T. (2t 14c).

M 5/10/12.—**T. Ivory and Sons, Ltd.**, London Colney, B var., add 3 T. (11t 8c).

M 5/10/13.—**W. E. Prosser**, New Barnet, B var., add 1 veh. (2t 19c). Coke in sacks, within 80 miles.

M 5/10/14.—**H. Sabey and Co., Ltd.**, N.W.10, B var., add 1 veh. (4t 2c). Building and road-making plant and mat., within 20 miles, rubbish within 30 miles; demolition mat. from building destroyed by H. Sabey and Co., Ltd., any distance.

M 5/10/15.—**Spedex Packing, Ltd.**, E.14, B var., add 1 veh. (1½t). Piece goods and perishables, within 120 miles.

SOUTH EASTERN

Applications

SE 12/10/1.—**V. R. Ahrens**, Cowplain, new A lic., 1 veh. (3t). G.s. G.B.

SE 12/10/2.—**J. W. Russell**, Crowborough, A var., add 1 veh. (3½t).

SE 12/10/3.—**B.R.S. (Parels), Ltd.**, Eastbourne A var., add 1 veh. (3½t). (If granted 1 veh. (3t) will be deleted from free A lic. held in the Metropolitan area.)

SE 12/10/4.—**British Road Services, Ltd.**, Maidstone, A var., add 2 art. (20½t). (If granted 2 veh. (16½t) (vans) will be deleted from A lic. held in Metropolitan area.)

SE 12/10/5.—**A. T. Buckland**, Odiham, new B lic., 1 veh. (2½t). Cartage of coal, deliveries of meal to local farmers and builders' mats, within 20 miles. (Veh. at present specified in C lic.)

SE 12/10/6.—**F. R. Davis**, Reading, new B lic., 1 veh. (2t). Rubbish clearance from factories, light removals, livestock to and from market, within 30 miles. (Veh. at present specified in C lic.)

SE 12/10/7.—**T. R. Derrick**, Bournemouth, B var., add 1 veh. (3½t). Furniture and household effects, instruments for Bournemouth Symphony Orchestra, any distance.

SE 12/10/8.—**Barlow and Co.**, Brighton, B var., add 1 veh. (3½t). Beer for Whitebread and Co., Ltd., within 25 miles.

SE 12/10/9.—**Harris and Sons**, Brighton, B var., add 1 veh. (3½t). Replacement veh. for veh. of licensee, and those of a subsidiary Messrs. Denman and Son, Ltd., undergoing repair or maintenance.

SE 12/10/10.—**Southern Caravan Transport**, Christchurch, B var., add 1 art. (5½t). Transport of oversize caravans and equipment, any distance.

SE 12/10/12.—**T. A. Hulme**, Upham, B var., add 1 veh. (3½t) and container (cattle) (1½t). Livestock, within 40 miles; other goods, within 30 miles.

SE 12/10/13.—**T. Wilkinson and Sons (Transport), Ltd.**, Winchester, B var., add 2 veh. (7½t). Goods for A. F. Newell and Sons, Ltd., and T. Wilkinson and Sons (Warehousing), Ltd., within 150 miles. (If granted, B lic. specifying 1 veh. (3½t) with conditions: Goods for A. F. Newell and Sons, Ltd., and T. Wilkinson and Sons (Warehousing), Ltd., within 150 miles of Lardford, near Salisbury, and contract A lic. with A. F. Newell and Sons, Ltd., specifying 1 veh. (4½t) both held in Western area by a subsidiary company, will be surrendered.)

Planning for Profit

Commercial Aspects of Transport

A Successful Haulier Must Combine Many Qualities, Including the Ability to Organize Staff and Negotiate with Customers

LAST week I emphasized the importance of selling a transport service as distinct from operating one. Whilst many of the inquiries received from prospective operators indicate some experience of driving or technical knowledge of road vehicles, there is seldom any reference to a recognition of the importance of the commercial aspects of running a haulage business or operating passenger vehicles.

When the failure of a transport operator is reported, the salient features in the majority of cases are either a general reduction in traffic carried or the complete loss of important customers' traffic. The reverse set of circumstances rarely applies, namely, an adequate offer of traffic but inability to supply either vehicles or drivers through inadequate organization.

There are undoubted difficulties confronting the owner-driver or small operator in giving adequate time to sales and commercial aspects of transport operation due to their full employment in the day-to-day running of vehicles. But the effort has nevertheless got to be made if the imprudent reliance on existing traffic is to be avoided.

For the small operator, at least, the personal call on customers or prospective customers will be his principal means of publicizing the service he has to offer. Compared with other trades or industries, however, it would be foolish to exaggerate the merits of any service which was being offered because, unlike a commodity, the standards of any transport service can readily be measured against the clock or, alternatively, the condition of goods on arrival. With an increasing proportion of intake and output of trade and industry being geared to mass-production flow, the reliability of hauliers' services and fulfilment of any promises made must obviously be of vital concern to successful operation.

Hauliers concerned in the collection and delivery of "smalls" or parcels are in a different position as regards publicity, compared with the general haulier, because many of their dealings are directly with members of the public, rather than with trade and industry. Moreover, their area of operation is often more localized and, as a result, an advertisement in the local evening or weekly Press would provide a good medium.

BECAUSE industrial transport managers are invariably busy men, it is of the utmost importance that when a haulier canvasses a new customer for business he should have done everything possible to acquaint himself beforehand as to the peculiarities of that particular trade and the traffic he hopes to carry. This would include a fore-knowledge of the routes on which such traffic would be likely to move, so that the haulier would be in a position to make a firm and specific offer as to the service he could provide if traffic were offered.

One of the major assets of well-organized road transport operators is the ability to make decisions on the spot as to whether a specified collection and delivery time can be met, and this is an asset which should be exploited to the full. But as much fore-knowledge as possible is essential if the right decisions are to be made.

In this context it is significant that one of the hauliers' main competitors, British Railways, have, over the years, made exhaustive surveys of the traffic potentialities of all the major industries of the country, and only recently Dr. Beeching has ordered a further survey to be made relative to the progress of the railway modernization plan.

Whilst it would be beyond the resources of practically every road transport operator to make such an exhaustive survey, there is an undoubted need for him to obtain as much information as he can on matters which have a bearing on the future of the industries he serves. And, although such a survey may be on a more modest scale, he will have the very real advantage

of being able to take more immediate and positive action where this is called for than his larger competitors.

When negotiating with new customers, rates and timings will naturally be of vital concern to both parties, but the operator should not lose the opportunity to stress some of the advantages of road transport which, because of their familiarity, may tend to be taken for granted. An example is the condition of goods on delivery and the rare occasion on which a claim for damage or loss by this form of transport is sustained. As a corollary, both customer and operator can easily overlook, by the very repetition, the lack of need for expensive packing, which in some instances could exceed the cost of the actual freight charge. This is an advantage which must obviously be stressed repeatedly by road transport operators.

Supplementing the canvassing of a particular traffic, operators will find that a valuable form of publicity, although less direct, would result from membership of associations, such as the local Chamber of Commerce and social clubs. Although many large operators are represented on such bodies along with their rail competitors, this opportunity of publicity is not used as frequently as it might be by medium-sized hauliers. Often in such circumstances valuable prior knowledge of local development and trends can be obtained which can be of real value to operators, even though immediate booking of traffic may not be involved.

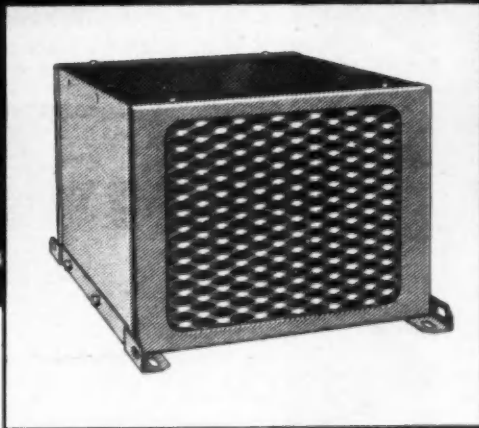
IN previous articles in this series the danger of a lack of control arising as the size of fleet increases has been stressed. Especially is this likely where a small operator has been able to rely on memory alone to locate any of his vehicles as and when required. Beyond a certain size of fleet, dependent to some extent on the type of work in which they are involved, this becomes no longer possible and measures must be taken by installing an adequate recording system for the location of the fleet if the previously efficient and successful operation is to continue.

A similar situation could arise on the traffic side of the business if, as trade increases, no proper record is kept of customers and their particular requirements. When that stage arises it would be advisable to institute a card index record of all customers, or prospective customers, on whom periodic calls

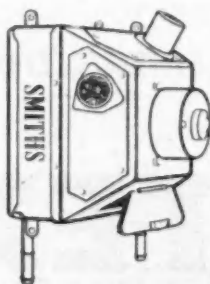
(Continued on page 393)



The first vehicle-mounted twin-spherical-container bulk-delivery equipment manufactured by Interconsult, Ltd., Slough, has recently been completed. The basis is an A.E.C. eight-wheeled chassis, and 15 tons of cement can be carried in the twin containers, the combined volume of which is 480 cu. ft. An Atlas Copco air compressor is used for discharge at a pressure of 28 p.s.i., and a rate of 80 tons per hour.



SMITHS NEW R.550 REAR-COMPARTMENT HEATERS



SMITHS CAB HEATERS

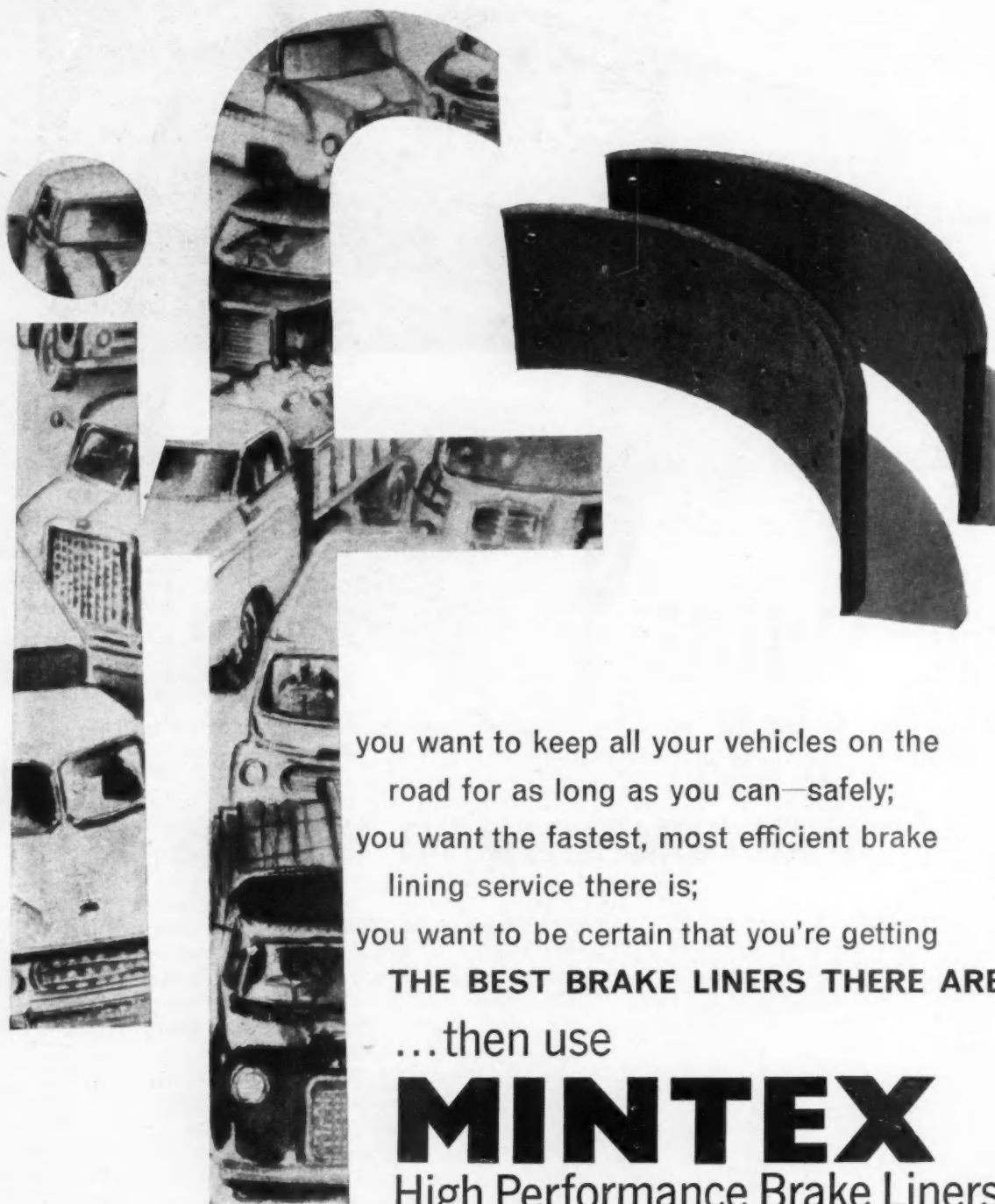
Using waste heat from the engine to keep drivers' cabs cosy and wind-screens free of mist and frost, SMITHS Cab Heaters improve efficiency and contribute to safe driving. Basic price of unit from £12.5.0.

THE NEW R.550 HEATER, fitted under the rear seat of a Mini-Bus or other small passenger-vehicle, provides warmth and comfort for winter travellers. This heater is particularly suitable for ambulances and specialised goods vehicles.

It is easy to install, with only two connections to the vehicle cooling system and one to the electrical circuit via a variable speed switch. Operation is independent of driver's cab heater and screen demister unit. In summer the R.550 can be utilised to circulate cool air. Complete with all fittings it costs £20.0.0 retail, and is available for 12 volt operation only.

SMITHS

MOTOR ACCESSORY DIVISION, SALES AND SERVICE, OXGATE LANE, LONDON N.W.2



you want to keep all your vehicles on the
road for as long as you can—safely;
you want the fastest, most efficient brake
lining service there is;
you want to be certain that you're getting
THE BEST BRAKE LINERS THERE ARE
...then use
MINTEX
High Performance Brake Liners

MINTEX High Performance Brake and Clutch Liners
and Disc Brake Pads are manufactured by the
Mintex Division of British Belting and Asbestos Ltd., Cleckheaton, Yorkshire,
who are also sole sales concessionaires
for 'Sinterlink' sintered friction materials.
All these products are available from
MINTEX SERVICE DEPOTS and Distributors throughout the country.

Mickleover Transport, Ltd., designed and built the 1,000-gal. tank mounted on this Bedford TK 7-ton chassis. The vehicle is to be used for the transport of Schweppes Bitter Lemon in bulk and the tank is constructed of stainless-steel, highly polished internally. It is divided into two compartments with outlets at the rear end, coupled to an A.P.V. stainless-steel pump with a capacity of 3,000 gal. an hour. The pump is directly coupled to an electric motor, which is plugged in at each depot. The tank is insulated with a 2-in. layer of polyzote in an aluminium casing and provision is made for carrying two 13-ft. lengths of delivery hose.



are made. On such cards, in addition to the name and address of the company, and branches if these exist, in these days of widespread amalgamations it would also be useful to indicate any association with other undertakings.

The names of the members of the staff with whom interviews are made or, alternatively, when traffic is carried, the staff of the dispatch department should also be recorded. This is particularly important if an urgent telephone call has to be made about some relatively minor point which could be dealt with in a few minutes, providing the right person is located.

If required, this index could also contain details as to whether or not the customer concerned operates his own transport and the occasions, or possibly seasons, when he is most likely to require additional hired transport. An assessment of the total potential traffic per annum and the proportion already carried could also be given.

A summary of such information from all the index cards would provide some indication of likely trends in traffic movement as a whole should the operator have occasion to consider, for example, the purchase of an existing operator in another area or, alternatively, the siting of a new depot.

An aspect of canvassing for new traffic which is likely to increase and, at the same time, present problems for hauliers not used to handling the particular traffic, is a request for the supply of specialized vehicles to deliver in bulk.

There are undoubtedly economies to be achieved by the use of this type of vehicle in the right circumstances. But in the majority of cases the haulier would be well advised to consider all the factors involved before offering to provide such a service.

Usually, the initial request will come from the customer, so implying that his own process of manufacture is already geared to movement in bulk at least in some stages, including delivery to the dispatch point. If the product could continue in this form the customer would obviously save not only the cost of whatever type of traditional container was formerly used—say, carton, box or sack—but also the cost of labour. Although non-productive, this could be substantial.

BUT such economies for the customer do not necessarily imply or guarantee a saving for the road transport operator if he were to provide the link—in bulk—between the manufacturer and his customer. At the outset he would be faced with the purchase of a specially designed vehicle which would inevitably be substantially more expensive than a standard version, particularly in these days of mass-production, and might even double the normal cost.

The only way to recoup this substantial increase in initial outlay would be by a correspondingly substantial increase in revenue. In practice, this would be unlikely to be achieved unless the trip mileage was so small, and the saving in terminal times so great, as to permit an increase of possibly 50 per cent. or more in the tonnage carried during corresponding periods.

It is significant in this context that the tipper, although now so common that it is scarcely looked upon as a bulk-delivery vehicle, has been in many instances provided on the haulier's own initiative. This is because in several types of work in

which the tipper is normally employed, for example sand and gravel, the mileage per trip is, in fact, so small as to permit exploiting the advantage of tipping to the maximum.

Similarly, if in other fields of bulk delivery the road transport operator could see the possibility of savings to be made he would undoubtedly again provide the appropriate vehicle on his own initiative.

It follows that in the majority of cases when a customer makes the initial request for the provision of some type of bulk-delivery vehicle that the haulier's own cost of operation will be increased. It is therefore an advantage, as with the securing of general traffic for standard vehicles, to obtain as much fore-knowledge as the peculiarities of the bulk delivery in which he is to become involved.

The spasmodic use of a standard type of vehicle must obviously increase the operating cost, and this increase must be all the greater when expensive special-type vehicles are involved. Although regular employment may be obtained for some traffic carried in bulk, others could be seasonal, such as agricultural commodities. But by the very fact that the vehicle is of special type, would, in the great majority of cases, debar it from use on other work. In such circumstances, therefore, coupled to the high initial cost would be a reduced usage, compared with a standard vehicle over a given period.

IN an attempt to alleviate this situation several dual- or multi-purpose vehicles have been designed and manufactured. But although going some way to permit increased usage, their construction must inevitably not only increase the cost and, incidentally, prohibit anything approaching quantity production with the ultimate objective of reduced price, but additionally the unladen weight will generally be higher. This, in turn, must increase the annual licence duty and, at the same time, reduce the amount of payload the vehicle can carry because of legal limitations on the gross laden weight.

Another factor which the operator should try to ascertain before negotiating a rate for delivery in bulk is the actual working conditions at the terminal point. In theory such points may be arranged to receive whatever is the load of the vehicle immediately the vehicle discharges, so that virtually no waiting is involved during that actual process.

It should not be overlooked, however, that the actual unloading, even by the existing slow, manual methods, may represent a relatively small proportion of the total terminal time. This will include the locating of the actual department to which the load is to be delivered if a new customer is involved, waiting in the queue of lorries at possibly a busy factory, and attending to whatever documentation is required.

Moreover, if the initial load which was dropped in bulk into whatever hopper or tank was provided was not removed rapidly, the second and subsequent vehicles would have to wait for this to be done, so negating the benefits of bulk discharge. All such factors which could have a very real effect on subsequent economic operation could only be ascertained by prudent inquiries beforehand, which implies the provision of adequate time to be devoted to the commercial aspects of road transport operation.

S.B.
B55

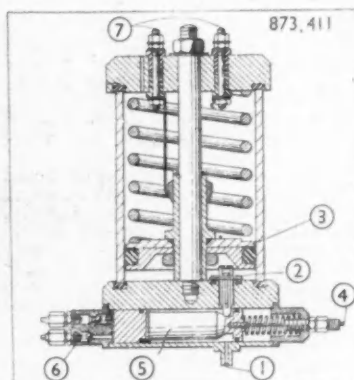
Pre-Starting Lubrication For Bearings and Cylinders

PATENT No. 873,411 shows a device for injecting lubricating oil into an engine before starting it. It is intended mainly for vehicles that normally stand idle for long periods. (J. Fisher, 8 Elm Road, Kingsway, Woking.)

Referring to the sectioned drawing, while the engine is running, oil under pressure enters the port (1) and lifts a spring-loaded non-return valve (2). The oil then flows upwards, lifting a spring-loaded piston (3) to the top of its cylinder. Thereafter, the cylinder remains full of oil under pressure.

When the engine is to be restarted after a period, a cable (4) is pulled to move a plunger (5) to the right. This lifts the non-return valve and allows the oil to discharge back into the lubrication system.

The left-hand end (6) of the plunger cylinder also functions as a pump for upper-cylinder lubricant and is fitted with suction and discharge valves to inject the lubricant into the inlet manifold of the engine when the cable is released. Electric contact strips (7) are connected to warning lights in the cab to indicate when the cylinder is full and when it is



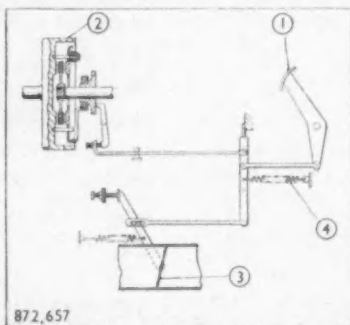
empty, thus confirming that the engine has been lubricated.

ONE-PEDAL CONTROL

A SCHEME in which depressing the accelerator pedal also engages the clutch and vice versa is shown in patent No. 872,657. It is intended for smaller types of vehicle in which the clutch springs are relatively light. (R. Hadekel and J. Herbert, Dumble Dean, Bourne Lane, Twyford, Hants.)

The drawing shows the scheme in a diagrammatic form, in which 1 is the accelerator pedal, 2 the clutch and 3 the carburettor throttle.

In the position shown, where the clutch is disengaged and the throttle closed, the



clutch springs are overpowered by the spring (4) of the pedal which is made strong enough for the purpose.

When the pedal is depressed, the clutch is engaged as the engine speed rises. Both starting and gear-changing are claimed to be made easier by this means. An additional lever, not shown, may be used to put the system out of action to enable the engine to be started when the vehicle is facing downhill.

COMBUSTION HEAD DESIGN

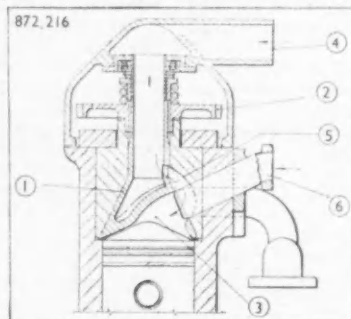
THE best shape for a combustion chamber is hemispherical but this tends to complicate the placing of the valves in the head. An improved layout claimed to ease this problem is shown in patent No. 875,435. It emanates from Fiat Societa per Azioni, 200 Corso Giovanni Agnelli, Turin, Italy.

R56

COOLING ROTARY VALVES

IMPROVEMENTS in rotary-valve design are shown in patent No. 872,216. This deals with the problem of cooling the valve and proposes to use ingoing air for the purpose. (F. M. Aspin Engines, Ltd., 2 St. James' Square, Manchester, 2.)

The valve comprises a conical seating portion (1) and a hollow stem carrying



the driving gear (2). The main combustion space (3) is located inside the conical portion.

Basis of the patent is that the incoming air from the pipe (4) is taken down through the hollow stem and impinges upon the upper wall of the combustion space, with consequent effective cooling. Air then curves round in a transfer port (5) to enter the cylinder. Another inlet port (6) also feeds the cylinder, supplying the fuel in the form of a rich mixture.

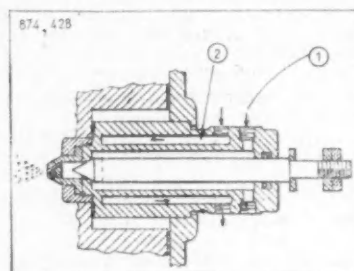
The exhaust port is uncovered as the valve revolves and, if the engine be pressure-charged, a valuable straight-through air scavenge can be given while both ports are open. This aspect has been covered by an earlier patent numbered 864,453.

RUNNING ON LOW-GRADE FUEL

A SCHEME to allow an engine to work satisfactorily with fuels the greater part of which have a flash-point of 220° F. is shown in patent No. 874,428. The scheme is illustrated as applied to a spark-ignition engine, but it is equally

applicable to compression ignition units. (J. Bede, 3333 West Boulevard, Cleveland 11, Ohio, U.S.A.)

A section of the proposed injector is shown in the drawing. Fuel is delivered at the inlet (1) under the pressure of 500 to 600 p.s.i. It passes around the central



needle-valve and when this is opened, issues from the nozzle in a fine spray. The valve is opened by a cam mechanism, not shown.

The novel point of the scheme is the use of a heating jacket (2) around the fuel space. This is fed with hot oil and heats the lower flash-point portion of the fuel above its boiling point. Owing to the high pressure, the heated fuel remains liquid until the valve opens. When this occurs, the pressure is relieved and the fuel "explodes" into vapour.

The heater jacket shown is in effect a second stage; the fuel is first led through an electrically heated unit remote from the injector. The temperature of the fuel at the time of spraying is about 200° F. above the atmospheric pressure boiling point if petrol is used.

"DEAD MAN'S HANDLE" FOR ROAD VEHICLES

IN TENDED to cope with the problem of the drowsy driver, an automatic stop mechanism is shown in patent No. 874,413. A small lever on the steering wheel must be held down at all times; if released, an optical and acoustic warning is first given, after which the engine is stopped and the brakes applied. The patent comes from N. Bianco, 19b Corso Francia, Turin, Italy.

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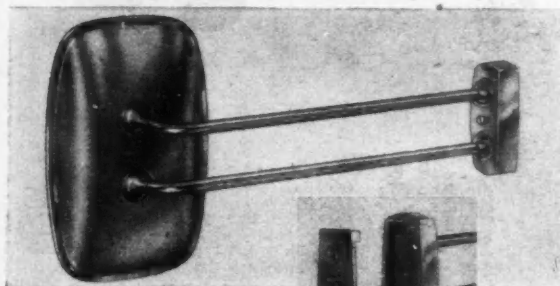
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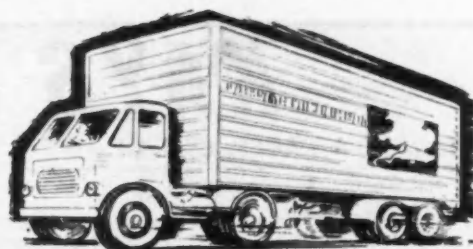
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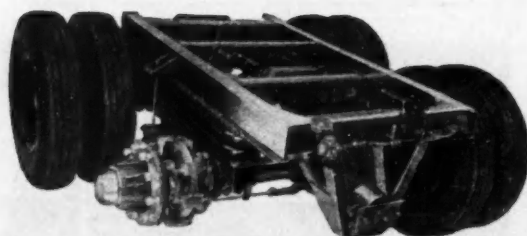


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1959, November, ALBION Reiver 6-wheel tipper, Model RE25 A1, 6-speed gearbox, 9.00 x 20 tyres, Pilot twin-ram gear, 16-ft. 6-in. body with high sides, unladen weight 6 tons 5 cwt., mileage 55,000, one owner only, still in service. Apply
WARWICK MOTOR ENGINEERING CO., LTD., Stoke-on-Trent. Phone 47537. 931-438

ATKINSON

THE NIGHTINGALE ENGRG. CO., LTD.,
THE LONDON DISTRIBUTORS FOR
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ALL MODELS, COMPLETE SALES AND SERVICE
AT BALHAM, S.W.12.
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1957 ATKINSON 2-compartment 3,600-gal. tankers, 3AB pump, tanks, jagged, steam coils, elliptical pump discharge, 6LW, double drive, 9.00 x 20, automatic greasers. Smiths Garage, Canal St., Nottingham. Phone 55001. 931-6459

ATKINSON tractor unit, Model T 746X, 6LX Gardner engine, double-reduction rear axle, 9.00 x 24 tyres, immediate delivery.

ATKINSON Model L1786X, 6LX Gardner engine, double drive, chassis and cab, immediate delivery.
SCOTTS OF NOTTINGHAM LTD., Lambourne Drive, Nottingham. Deer Park 221. 931-138

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Used Goods Vehicles (contd.)

RYLAND GARAGE, LTD.

MIDLAND DISTRIBUTORS.

A LARGE SELECTION OF USED 8-WHEELERS.

1955 ATKINSON 8-wheeler, 8LW 8-cylinder Gardner long-wheelbase 24-ft. platform, air brakes, full trailer equipment, a unique opportunity to buy a genuine 32 tons gross machine, one owner, fully recommended

1958 ATKINSON 8-wheeler, 6LW, latest de luxe cab 24-ft. heavy-duty body, excellent tyres, many extras, automatic greaser, heater, flashers, etc., used only by leading national brewery company since new; choice of two ready for work immediately.

1958 ATKINSON L1586 8-wheeler, 24-ft. platform, latest de luxe cab, automatic greaser, reasonable price for quick disposal.

1957 ATKINSON L1586 8-wheeler, latest cab, repainted, 24-ft. flat, good condition all round, offers wanted.

1959 ATKINSON 6LX coal tipper, 25-cu.-yd. wood body, automatic greaser, Pilot gear, repainted, ready for work.

1958 ATKINSON 6LW, bulk tipper, latest cab, good body, automatic greaser, checked through workshops and ready for work.

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UNREGISTERED AUSTIN 5-ton K4 truck, new batteries, repainted, £140. 3-ton van, roller shutter rear doors, £150. L. W. Vass, Ltd., Amphill, Bedfordshire. 222-905

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SIX MONTHS' GUARANTEE WHERE STATED.

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1960 AUSTIN A152 5-cwt. Omnivan, 8,000 miles, guaranteed, £395.

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1959 AUSTIN A30 Marina Walter Utilison, guaranteed, £465.

1958 AUSTIN A152 15-cwt. Omnivan, £195.

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Hendon 6500.

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4 x 4, good selection, low mileage, M.O.S. rebuilds from £150 each; **6** x 4, very low mileage, M.O.S. rebuilds, chassis and cabs, from £175 each.
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OFFER FROM STOCK
NEW LUTON VANS FOR
IMMEDIATE DELIVERY.

NEW AUSTIN new-type 30-cwt. diesel 500-cu.-ft. Luton van in primer.
NEW AUSTIN 5-ton 1,700-cu.-ft. diesel Luton van.
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NEW AUSTIN 7-ton short-wheelbase 8-cu.-yd. drop-side Anthony underfloor tipper on 9.00 x 20 14-ply tyres.
1956 AUSTIN 3-ton forward-control 1,500-cu.-ft. Luton van, body rebuilt and in primer; choice of two, £595.
1956 AUSTIN 7-ton long-wheelbase drop-side truck, 2-speed axle, reconditioned engine 25,000 miles run, £475.

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1955 AUSTIN A30, good condition, £225. 931-122

1956 AUSTIN long-wheelbase tipper, B.M.C. diesel engine, new tyres, £295.

1953 AUSTIN A40 boxvan, clean, smart, good tyres, from £100-£130. Edgware 2572. 931-158

AUSTIN, B.M.C. 1955 7-ton tipper, fitted with 6-cylinder diesel engine and 14-ft. 6-in. steel body with 4-ft. fixed sides. Ready for immediate work.
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DOVE'S PAY-AS-YOU-EARN SCHEME FOR USED VEHICLES, 3 TONS AND OVER, 10, 15 OR 20 EQUAL MONTHLY PAYMENTS.

1959 702 diesel prime mover, 2-speed axle, 9.00 x 20 tyres, 29,000 miles only, B.T.C. fifth-wheel coupling, 17-ton G.T.W., £995.

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1958 AUSTIN 15-cwt. van, green, £250, three months' guarantee.

1958 AUSTIN 1-ton van, grey, £300, three months' guarantee.

1955 AUSTIN 1-ton van, diesel, £140.

NEW VEHICLES FOR IMMEDIATE DELIVERY.

7-YD. diesel tipper, power steering, 5-speed box, 9.00 x 20 tyres. Pilot all-steel drop-side body and twin underbody ram, cab shield calibrated.

DOVE Distributor 30-cwt. 2- and 3-ton standard alloy van 400 500 and 600 cu. ft., petrol or diesel.

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1956 AUSTIN 5-ton platform diesel lorry, engine approximately 50,000 miles, reconditioned gearbox, £300 o.n.o. East Coast Haulage (Boston), Ltd., 57 Skirbeck Rd., Boston, Lincs. 931-x8075

BEDFORD

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BEDFORD MAIN DEALERS.

NEW BEDFORD 15-cwt. 90-in.- and 102-in.-wheelbase diesel vans, ex-stock.

NEW BEDFORD 15-cwt. 102-in.-wheelbase and 90-in.-wheelbase, petrol vans, immediate delivery.

NEW BEDFORD 12-ton tractor unit, 350-cu.-in. engine, early delivery.

NEW BEDFORD 7-ton forward-control 120-in.-wheelbase standard tipper, 2-speed axle, 9.00 x 20 tyres, early delivery.

1957-59 BEDFORD CA vans, good condition, from £150.

FOR immediate delivery of the above new BEDFORDS.

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THE MAIN BEDFORD DEALERS.

WE always have a comprehensive stock of first-class Quality Tested and other BEDFORDS for your inspection.

MAKE sure you inspect these before you make your purchase. A sample of our stock is as follows.—

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Used Goods Vehicles (contd.)

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BEDFORDS ARE OUR BUSINESS.

BOXVANS, Luton vans, pantechnicons, tippers, trucks and articulated vehicles, special bodywork, composite or aluminium alloy.

WE can usually give a favourable delivery and at the right price. For quality in workmanship, service and satisfaction you can rely on us. For recommendation we rely on you.

NEW BEDFORD TK 7-ton short-wheelbase chassis-cab, diesel.

NEW BEDFORD TK 7½-ton short-wheelbase tipper.

NEW BEDFORD TK 7½-ton long-wheelbase chassis-cab, diesel.

NEW BEDFORD 12-ton tractor unit, diesel.

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1954 BEDFORD 7-ton truck, petrol, choice of two, £125 each.

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PART-EXCHANGES? Certainly! Hire-purchase terms.

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LONDON, W.6.

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1954 BEDFORD 4-ton P6 diesel boxvan, £285.

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1955 BEDFORD 35-cwt. all-metal van, £145.

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1959 BEDFORD-SCAMMELL 8-ton 5½-type diesel tractor unit, choice of four, £525 each.

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1961 BEDFORD 5-ton TK 16-ft. drop-side diesel truck, under 4,000 miles, £1,050.

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NEW BEDFORDS

FROM 10 CWT. TO 10 TONS, MOSTLY FROM STOCK.

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THE HYDE.

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FORD AND THAMES DEALERS.

1956 BEDFORD 5-ton truck, fitted Perkins R6 diesel engine, ready for immediate work, £275.

MITCHAM LANE, S.W.16. Streatham 3133-4. 931-394

BEDFORD 5-ton TK diesel 15½-in.-wheelbase drop-side truck, painted red, mileage 2,400, used as a demonstrator, first registered November, 1960, £1,075. The Motor Exchange (Hudd), Ltd., Leeds Rd., Huddersfield, Phone 4280-2. 931-x8078

K. J. MOTORS, LTD.

MAIN VAUXHALL-BEDFORD DEALERS AND PERKINS SIGNHOLDERS.

1955 BEDFORD 5-cu.-yd. petrol drop-side steel Anthony underfloor tipper, one owner, choice of two, £225 and £265.

1955 BEDFORD 5-cu.-yd. timber tipper, blue, £125.

1958 BEDFORD long-wheelbase van, grey, £120.

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RAVENSBORNE 3456 (10 LINES). 931-53

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LONDON, N.W.2.

AMBASSADOR 7211. PADDINGTON 0022-8. 931-113

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THE BEDFORD MAIN DEALERS

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NEW OR USED B

BACKED BY SEVEN DAYS A WEEK AFTER-SALES SERVICE. OFFER, SUBJECT TO REMAINING UNSOLD, THE FOLLOWING—

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NEW BEDFORD 10-cwt. J.O.P. pick-up.

NEW BEDFORD 15-cwt. utility Busette, green and grey.

NEW BEDFORD 15-cwt. Calthorpe caravan, blue and cream.

NEW BEDFORD 3-ton forward-control truck, 135-in. wheelbase, petrol.

NEW BEDFORD 7-ton forward-control 120-in.-wheelbase, Telehit, drop-side tipper, 5-speed gearbox.

7-TON TK 167-in. wheelbase, 300 diesel chassis-cab, £25 x 20 12-ply, 3-piece wheels.

NEW BEDFORD 10-ton forward-control tractor, 300 diesel, 5-speed gearbox, air brakes and Scammell coupling.

USED BEDFORDS.

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1956 BEDFORD 7-ton platform, diesel, £395.

1959 BEDFORD 10-ton tractor unit, diesel, £795.

1955 57 BEDFORD 15-cwt. CA vans, from £195; choice of four.

1955 BEDFORD 30-cwt. boxvan, petrol, £250.

1956 BEDFORD 30-cwt. Spurling van, £275.

PARSONS AND PARSONS (GARAGES), LTD.

HARLOW, ESSEX.

Phone, Potter Street 121. 931-84

1953 A-type 5-ton BEDFORD truck, £115. Edgware 2555. 931-404

1955 30-cwt. BEDFORD van, mechanically perfect, at £145. Edgware 2555. 931-390

1959 BEDFORD 7-ton normal-control 6-yd. tipper, 300-in. diesel engine; this vehicle is in very good condition and ready for work, £625. Fredk. Ray, Ltd., Grovebury Rd., Leighton Buzzard. Phone 2192. 931-342

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QL BEDFORD 4 x 4, unregistered, low mileage (choice of 10), price £110 each.

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514 COLDHAMS LANE.

CHERRY HINTON.

CAMBRIDGE.

Phone 47597. 931-410

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BEDFORD TO THE BACKBONE.
 EARLY DELIVERY OF ALL NEW BEDFORDS.
1953 BEDFORD 5-ton A-type 1,000-gal. tanker.
1955 BEDFORD 3-ton boxvan.
1956 BEDFORD 5-ton tipper.
1959 BEDFORD 4-ton 3-type diesel truck.
1960 BEDFORD 7-ton 300 diesel truck, 2-speed axle.

LARGE SELECTION OF CAVANS

FROM £100
 OTHER MAKES AND MODELS ALWAYS AVAILABLE.

BACKED BY UNEQUALLED SERVICE AND SPARES FACILITIES.

BEDFORD RECONDITIONED ENGINES FROM STOCK

NEW TK MODEL AVAILABLE FOR DEMONSTRATION

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CROWN WORKS,
 290 SOUTHURY ROAD,
 ENFIELD.

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IMMEDIATE DELIVERY.

HIRE-PURCHASE TERMS ARRANGED.

HOWARD 4184 OR 3862

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1961 BEDFORD 3-ton drop-side J type, 2,000 miles only in primer, gift at £645.

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BRAND-NEW BEDFORD Workabus and Utilitrakes.

BEDFORD 7½-ton TK with Leyland engine, available immediately.

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Mar 6699.

BEDFORD MAIN DEALERS.

NEW BEDFORD TK 10-ton diesel tractor unit with Scammell coupling, 5-speed gearbox.

NEW BEDFORD 15-cwt. short-wheelbase panchnicon, 280-cu.-ft., petrol engine, painted light blue, fitted fibre glass roof panels, rear roller shutter, tailboard, £725.

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1958 BEDFORD 300-cu.-in. diesel 6-ton tipper, 6-cu.-yd. all-steel body, Anthony hoist under-floor tipping gear, one owner, £500. Sam Robbins, Ltd., Bilton Rd., Rugby. Phone, Rugby 2063. 931-86

1959 BEDFORD 8-ton diesel tractor unit, Scammell coupling, one owner, very clean.

NEW BEDFORD 7-ton extra long TK model, 300 diesel, 2-speed axle, 9,000 x 20 tyres, fitted with Pilot twin-ram end gear, 20-cu.-yd. alloy body, immediate delivery.

Overhaul Garages, Ltd., Staines Rd., Bedford, Midx. Ashford 5741. 931-379

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THE BEDFORD MAIN DEALERS.

FOR YOUR

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1954 7-ton BEDFORD diesel platform lorry, £225.

1954 8-ton BEDFORD diesel artic., fitted with Scammell coupling gear, excellent condition, £375.

1957 3-ton BEDFORD diesel truck, green, £325.

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LONDON ROAD, ROMFORD, ESSEX.

Phone, Rom 42424. 931-170

Used Goods Vehicles (contd.)

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BEDFORD

MAIN DEALERS.

1959 BEDFORD tippers for sale, a fleet of 10 Model J55 (current type, normal control) with 300-cu.-in. Bedford diesel engines, fitted with Anthony under-floor gears and 6-cu.-yd. Always welding heavy-duty steel bodies, cab guards, 3 16-plate floors, fixed and dropped sides, 9,000 x 20 tyre equipment, average mileage 45,000, ready for work, £725.

55-61 LONDON STREET,

CHERTSEY,

Chertsey 2391.

931-376

1955, November, BEDFORD 5-model platform petrol truck £400. T. Smithwaite, Ltd., Northampton 931-14

1956 BEDFORD 5-type tractor unit, Scammell hitch, good condition, £415. Arnold 7771. 931-130

BENTLEY BROS. (SHEFFIELD), LTD.,

VAUXHALL-BEDFORD MAIN DEALER.

71 THE WICKER, SHEFFIELD, 3.

Phone 29281.

BEDFORD 7-ton long-wheelbase diesel drop-side truck, all good tyres in excellent mechanical condition, choice of three, 1957 onwards, from £375.

1954 BEDFORD 3-ton petrol long-wheelbase canopy top truck, tyres fair, good runner, £100.

H.P. Facilities can be arranged for selected clients. 931-202

1952 BEDFORD long-wheelbase 5-ton boxvan, petrol engine with roller-shutter back, very clean, 18,000 miles, 1954 body, £665.

1947 BEDFORD 5-ton long-wheelbase truck, Bedford diesel engine, £195. Edgware 2572. 931-160

1957 Long-wheelbase drop-side truck, forward control, 9,000 x 20, helpers, shock absorbers, heater, flashers, good, £195. 30 Leslie Drive, Eastwood, Southend SS2596. 931-x8008

1958 BEDFORD (petrol) 5-ton forward-control platform truck (two), from £195.

BEDFORD 35-cwt. chassis-cab, diesel, and 7-ton 120-in. chassis-cab, diesel.

BARTON MOTORS (PRESTON), LTD.,

PRESTON.

Preston 4664.

931-216

1961 BEDFORD TK 3½-ton diesel Luton van, mileage 8,000, £1,150 or near offer. Box CM1111, care of "The Commercial Motor." 931-x8099

1958 BEDFORD 10-12-cwt., in exceptionally good condition throughout, choice of three from £225. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 931-149

BEDFORD R-type 4 x 4, 4,000 miles only, fitted new van and unregistered. Would make first-class lime-spreader, £550 o.n.o. Phone, Wetherby 2518. 931-xB8079

Bedford Wanted

BEDFORDS ALL TYPES WANTED.

BEDFORDS WANTED FOR CASH.

CHANDLERS MOTORS, LTD.,

71 GREENWICH SOUTH STREET,

LONDON, S.E.10.

Greenwich 2033-4. zzz-894

BEDFORDS wanted for breaking. Crossways Garage, Brookham, Aldershot, Hants. Phone, Fleet 783. 931-6446

WANTED. BEDFORD QL refueller, complete with side arms. Must be complete and in good condition. Box CM2938, care of "The Commercial Motor." 931-107

BEDFORD short-wheelbase tipper, J-type, 1959 or 1960.

Ashman, Oldbury Rd., Blackheath, Birmingham, B14 1267. 933-6506

B.M.C.

1960 B.M.C. diesel 6-wheel platform lorry, 21-ft. body York extension, in first-class order, £850.

1958 B.M.C. diesel long-wheelbase truck, 23-ft. platform body, in excellent running order, £475.

1959 B.M.C. diesel tractor unit, S.A.E. coupling, 2-speed axle, in excellent running order, £450.

other good B.M.C. vehicles.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 931-243

1957 7-ton B.M.C. diesel chassis and cab with new engine and gearbox and Eaton 2-speed axle, £195.

A CORN MOTORS LTD., 24 Cross Rd., Hanworth, Midx. Phone, Feltham 5888. 931-293

1957 B.M.C. diesel farmer's wagon, 5-ton, as new, £450.

A CORN MOTORS LTD., 24 Cross Rd., Hanworth, Midx. Phone, Feltham 5888. 931-291

Used Goods Vehicles (contd.)

COMMER

1953 COMMER QX light alloy platform body, excellent condition, £170. L. W. Voss, Ltd., Amphil, Bedford. Amphil 3255. zzz-908

1960 15-cwt. COMMER forward-control van, powder blue, petrol, small mileage, £190.

1958 10-cwt. COMMER forward-control super-capacity van, diesel reconditioned, finished blue, £405.

CONWAY MOTOR WORKS, LTD., 164a Southwark Bridge Rd., S.E.1. Wat 6162-3. 932-6498

COMMER 7-ton long-wheelbase 1959 TS3 U-shaped tipper, small mileage, £560.

MEADWAY SPARES, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 931-60

1-TON forward-control super-capacity van, diesel, clean condition, no writing, first registered 1959, £425. Brew Bros., Ltd., 133 Old Brompton Rd., S.W.7. Fre 3113. 931-115

1960 COMMER diesel 20-yd. tipper, excellent condition, very good tyres, very low mileage, cost £3,250, accept £1,650. Edgware 2572. 931-161

COMMER 1955 TS3 articulated unit complete with 22-ft. platform semi-trailer, fifth-wheel coupling, good general condition.

COMMER 1956 TS3 7-ton tipper, fitted with wooden body, 12 ft. 6 in. long, 2 ft. 6 in. drop sides and top-hinged tailboard, general and mechanical condition very good, useful for sand and gravel.

COMMER 1956 TS3 7-ton platform trucks, fitted with 18-ft. wooden bodies, good general condition, choice of two.

MAIR GARAGE, Coleshill Rd., Fazeley, Tamworth. Phone, Tam 3396. 931-187

1959 COMMER TS3 Unipower 6-wheeler, 21-ft. body, air brakes, very well maintained, one owner, £950.

1959 COMMER TS3 Unipower 6-wheeler tipper, 18-ft. drop-sided body, twin Labro ram in good running order, one owner, £950.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 931-249

1960 COMMER 30-cwt. superb capacity diesel van, 18,000 miles, heater, £515.

DAWNIER MOTORS, LTD., Ewell By-pass, Surrey. Phone, Ewell 2382. 931-362

1957 COMMER 25-cwt. van, new tyres, £145. Edgware 2555. 931-391

1960 TS3 double-drop-side truck, air brakes, heater, flashers, etc., 48,000 miles, immaculate condition, £1,135. Manfield Autos, Ltd., High Rd., Broomfield, Herts. Hoddeston 4567. 931-392

UNUSED, but at very special price, 7-ton COMMER, a diesel drop-side truck, 5-speed box, 9,000 x 20 tyres, air brakes, helper springs, heater, £1,600. Reliance Motors, Hall Lane, Chingford, E.4. Silvertown 7077. 931-398

NEW COMMER 5-ton chassis-cab, unlicensed, ready for immediate delivery. Clark Bros. Services, Ltd., Crawthorne Rd., Peterborough. Phone 3556. 931-482

1957 COMMER TS3 7-ton tipper, 9,000 x 20 tyres, helper springs, wood body, £399.

G. H. KENDRICK, LTD., Carters Green, West G. Bromwich 0778. 931-490

1957 COMMER TS3 7-ton long-wheelbase platform lorry, £450. Hire-purchase arranged.

HILLS DIESELS, LTD., Port St., Manchester, 1. Central 1341. 931-256

DODGE

COX'S MOTORS (HILL TOP), LTD.,

1960, November, DODGE 6-wheel long-wheelbase drop-side tipper, Boys conversion, 18,800 Luton axle, Leyland 375 engine, powered steering, taxed four months only.

TERMS AND EXCHANGES ARRANGED.

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PART-EXCHANGES WELCOMED. 931-414

1958 DODGE 145AR6 6-wheeler (Boys), 17-ft. tipping body, £695. Cotter and Edwards, Ltd., Notting. ham Phone 46074. 931-143

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Used Goods Vehicles (contd.)

1957 DODGE 103 AP6 6-ton diesel tipper, 9.00 x 20 tyres, heavy duty, 2-speed axle, helper springs, etc. £475.
G. BROWNHILL LTD., Carters Green, West
H. 0778 931-491

DODGE 1957 8-cu.-yd. end tipping lorry, 2-speed axle, AR6 engine, reconditioned and ready for work, bargain, £375.
LOCOMOTIVES LTD., 392 Moncey Rd., Birmingham, 12 Phone, Calthorpe 0331. 931-448

E.R.F.

E.R.F. 1954 8-wheeler, double drive, one owner from new, £750. Walter Walker (Ecclesfield), Ltd., 248 The Common, Ecclesfield, nr. Sheffield. Phone 3667. 931-224

FODEN

1950 8-wheel FODEN, Gardner engine, large-capacity boxvan, bargain price. Hamilton Motors, Ltd., famous for commercials since 1926. East Reach, Taunton Phone 3716 or 5279. 931-459

SILVER LINE MOTORS,

BESSEMER ROAD,
WELWYN GARDEN CITY, HERTS.
Phone, Welwyn Garden 24132.

1950 FODEN 8-wheeler, Gardner 6LW engine, 24-ft. platform, offers invited. 931-364

1955 FODEN 8-wheeler, 6LW engine, double-drive axles, 40 x 8 tyres, 24-ft. flat.
WARWICK MOTOR ENGINEERING CO., LTD., Stoke Garage, Copeland St., Stoke-on-Trent, Phone 47507-8. 931-434

FORD THAMES AND FORDSON

1956 FORDSON 4D 2-ton special coachbuilt body, translucent roof, new paintwork, £350. Lawton-Goodman, 135 Crickwood Broadway, N.W.2. Gladstone 2226. 931-355

1958 Trader 6-yd. tipper, 6-cylinder petrol engine, very low mileage, £450. Edwards 2572. 931-162

1959 Thames Trader 7-ton Anthony hoist tipper gear, guaranteed, £725. Arnold 7771. 931-131

1957 FORD 4D normal-control 4.5-ton long-wheel-base tipper, 8-cu.-yd. wooden body, £180. Below 931-117

1959 FORD Trader 7-ton short-wheelbase tipper, 7-cu.-yd. steel drop-side body, £695. 931-117

1959 FORD Trader 1,000-cu.-ft. Luton van, excellent condition, one owner, £595.

1959 FORD Trader 6D 7-ton drop-side truck, first-class condition, £950.

1957 FORD 6D 3-ton platform truck, good condition, £400.

CAPITAL MOTOR CO., LTD., Remington St., City Rd., N.1. Clerkenwell 7456-9. 931-124

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1960 Trader 8-cu.-yd. tipper, Edbro front ram, excellent condition, £950.

GOOD selection of Thames Trader 5- and 7-ton trucks and platforms, from £400. 931-326

FORD Thames Trader 1957 7-ton short-wheelbase tipper, fitted with the 6D diesel engine and 8-cu.-yd. steel body, 9.00 x 20 tyres, good general condition.

FORD Thames Trader 1958 5-ton long-wheelbase tipper, fitted with the 6D diesel engine and 12-ft. 6-in. long wooden body with 2-ft. double height drop sides, good general condition and ready for immediate work.

FORD Trader 1959 articulated unit, fitted with Scammell couplings and 25-ft. drop-side trailer, in very good condition.

MAYFAIR GARAGE, Colshill Rd., Fazeley, Tamworth. Phone 3396. 931-188

1960 Trader 6D diesel 7-ton drop-side medium-wheelbase steel body 12-ft. 6-in. Edbro double-ram tipper, first-class condition throughout, £795.

A. S. L. VEHICLES SUPPLY CO., Gravel Lane, Salford. Phone, Manchester, Blackfriars 1510. 931-229

1954 FORD 4D artic., fitted with Brockhouse attachment and one large box trailer, 18-ft. by 7-ft. 6-in. by 1-ft. 6-in. good condition. Lawrence Bros. (Transport), Ltd., Clerkenwell 1860. 932-6499

1960 FORD Trader 7-ton diesel long-wheelbase platform truck, drop side, £675.

1959 FORD Trader 7-ton diesel long-wheelbase platform truck, £525.

1958 FORD Trader diesel 4-ton platform truck, £290.

DANNIERS MOTORS, LTD., Ewell By-pass, Surrey. Phone, Ewell 2382. 931-358

FORD 1958 5-ton long-wheelbase Trader truck, 6D, £125.

FORD 1960 7-ton Trader tipper, 9.00 x 20 tyres, Anthony tipping gear, 6-yd. drop-side steel body, very clean, £525. Leytonstone 4900. 931-305

1957 Thames 4D diesel, Baico extended chassis, 18-ft. side, 8-wheel, 600 diesel engine, bargain price.

OAKTHORPE MOTOR CO., North Circular Rd., N.13. Foss Lane 0161. 931-300

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Used Goods Vehicles (contd.)

1959 7-ton Thames Trader drop-side truck, low mileage, £735.
A. CORN MOTORS, LTD., 24 Cross Rd., Hanworth, Middx. Phone, Feltham 5888. 931-292

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1955 FORD THAMES 3-ton 4D diesel Luton van, recent major engine overhaul, £150.

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NORMAN REEVES (MOTORS), LTD., 215-218 High St., Uxbridge, Middlesex. Uxbridge 33444 (seven lines). 931-341

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WANTED, FORD 4D vans and Perkins, all capacities, from 1956 onwards. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 931-317

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1961 GUY 8-wheeler tipper, aluminium coal body, 17,000 genuine mileage, one owner, £2,500.

Ernest Thorpe and Co., Thurgoland, nr. Sheffield. Phone, Stockbridge 2152 or 2342. 931-230

1960 GUY invincible 8-wheel tipper, double drive, third differential, 6LX Gardner engine, U-shaped all-alloy body 18 cu. yd. approximately, this vehicle is in excellent condition in every way, £3,250. Fredk. Ray, Ltd., Grovebury Rd. Leighton Buzzard, Phone 2192. 931-343

KARRIER

1953 KARRIER C.K.3 treble-slide-side loader, end tipping gear, only worked by rural council, in good condition, £185. Kirby's, Ltd., 292 Church St., Blackpool. Phone 23485. 931-26

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1955 LAND ROVERS, fitted winches and extras, petrol, choice of two from £125.

CONTAY MOTOR WORKS, LTD., 164A Southwark Bridge Rd. S.E.1. Wat 6162-3. 932-6497

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1955 LEYLAND Comet forward-control platform truck, good condition, £475.

CAPITAL MOTOR CO., LTD., Remington St., City Rd., N.1. (Near Angel) Clerkenwell 7456. 931-121

LEYLAND Comet tractor unit, very good tyres, clean, smart vehicle, August, 1949, £225. Edwards 2572. 931-159

LEYLAND Hippo 600, late 1955, air brakes, low mileage, good tyres, 9.00 x 20 14-ply, cab rebuilt, trailer brake air and vacuum, two in stock, £950 each, in immaculate condition, new tyres, will guarantee. Valley Rd., Gateacre, Liverpool, 25. Phone, Gateacre 1331-2. 931-25

SUPER Comet tractor unit, 18500 Eaton 2-speed axle, 1959 Model 14SC-3R, fitted with B.T.C. 15-ton 4-in. line trailer, Model 1179, 26 ft. long, January, 1961, in immaculate condition, new tyres, will guarantee. Valley Motor Services (Bishop's Castle), Ltd. Phone 172. 931-25

NOVEMBER, 1951, LEYLAND Octopus double-drop-side, 8-wheel, 600 diesel engine, bargain price. Hamilton Motors, Ltd., East Reach, Taunton. Famous for commercials since 1926. Phone 3716 or 5279. 931-460

Used Goods Vehicles (contd.)

LEYLAND Comet 1957 long-wheelbase tipper, fitted with 14-ft. 6-in. long wooden body with 4-ft. fixed sides, useful vehicle in good condition.
MAYFAIR GARAGE, Colshill Rd., Fazeley, Tamworth. Phone, Tam 3396. 931-189

1953 LEYLAND Octopus, 600 engine, double drive, 24-ft. drop-side body.

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LEYLAND Comet 99 diesel tractor units, Scammell coupling, 2-speed axle, one C-licence owner from new, well maintained and in excellent condition.

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LEYLAND Octopus boxvan, body dimensions 24 ft. 6 in. x 6 ft. 6 in. x 7 ft. 6 in., overall height, 10 ft. 3 in., well typed and in good mechanical condition, first registered 1947, rebuilt 1958. O-600 engine, £650.

BLAKES MOTORS, LTD., Blakemans Rd., Manchester 2. Phone, Bla 9186. 931-210

1952 LEYLAND Comet, 350 engine, good tyres, platform body, really clean, £200. Phone, Roy 3509. 931-x8139

1956 8-wheeler Octopus, excellent tyres and condition air brakes, double drive, choice of several from 1950.

BRAMWELL, PRESTON AND CO., LTD., Phoenix St. Bury, Lancs. Phone 4523 and 3900. 931-x8116

LEYLAND Octopus D.D. axles, January, 1959, air brakes, with Plot U7 twin-ram end tipper with 30-cu.-yd. wood body, £2,800. Readers Haulage Co., Ltd., 320 Rainham Rd. (South), Dagenham, Dom 2454. 932-6507

MORRIS AND MORRIS-COMMERCIAL

MORRIS 5-ton normal control, 1956, Baico extension chassis, 17-ft. 6-in. drop-side body, fitted new B.M.C. 6-cylinder diesel engine and gearbox, excellent tyres, ready for work, £335.

D. D. EASTWOOD, 27 Aston Rd. North, Birmingham, 3. Ast 3467. 931-93

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1948 SCAMMELL articulated 20-ton low-loader, 20-ft. in well, knock-out axles in excellent running order, complete with winch, etc., well maintained, bargain £1,450.

1952 SCAMMELL rigid 8-wheeler in excellent running order, £350.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 931-251

SEDDON

1956 SEDDON Mark 14 5LW tipper, Pilot U4, ready for work. Smiths Garage, Canal St., Nottingham. Phone 55001. 931-6461

1958 SEDDON 8-ton treble-drop-side, 21-ft. Gardner 21K, 5-speed, £350.

DANNIERS MOTORS, LTD., Ewell By-pass, Surrey. Phone, Ewell 2382. 931-357

Used Goods Vehicles (contd.)

1959 SEDDON tractor unit, Cummins engine, fifth-wheel coupling, air brakes.
1959 SEDDON tractor unit, 6LW, fifth-wheel coupling, air brakes.
1959 SEDDON tractor unit, R6 engine, Carrimore low-loader tractor.
OSWALD TILLOTSON, LTD., Summit Works, Burnley, Phone 2201-4. 931-226

SENTINEL

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1955 SENTINEL DV66M medium 6-wheeler, alloy body, one owner, £550.
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1955 SENTINEL DV46 light 6-wheeler, flat body, £150.
1956 SENTINEL DV46 6-wheeler, flat alloy body, £300.
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1950 SENTINEL 66DV, completely rebuilt 1958 into FVW 8-wheeler, 6LW Gardner engine, 557 gearbox and David Brown overdrive, mid-ship gearbox, new Bolyal box and hydraulic brakes, at a cost of £2,125; £850 or near-cash offer. 932-6510

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TROJAN 1-ton large-capacity van, suitable ice-cream, travelling shop, etc., ex large national company, £120.
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NEW ALBION RE27AL Reiver chassis and cab, 9.00 x 20 tyres, Leyland 400 engine, 6-speed gearbox, trailing axle.
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1960 AUSTIN B.M.C. 7-ton long-wheelbase, 18-ft. drop-side body, good order.
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1958 ALBION Clydesdale, 21-ft. platform body, good condition throughout including tyres.
1958 BEDFORD Leyland Comet engine, platform lorry, immaculate condition throughout.
1958 ALBION Reiver, 6-wheel double-drive axle, 21-ft. 6-in. platform body, as new, excellent condition.

1956 October, A.E.C. 9.6 Majestic, Twin Steer, 21-ft. body, air brakes, good order.
1956 AUSTIN B.M.C. 7-ton platform lorry, 2-speed axle, power steering, very clean and fresh.
1955 ALBION FT37CL platform lorry, good order throughout.
1955 LEYLAND Comet 900 hy. tipper, alloy fixed side body, good order.
1955 BEDFORD 16-ton tractor, R6 power unit, Scammell coupling, good.
1953 ALBION Chieftain platform lorry, under 3 ton.
1952 E.R.F. Gardner 5LW, 18-ft. platform body, 5-speed gearbox, fitted for trailer work, good order.

1949 MAUDSLAY 8-wheel chassis and cab, A.E.C. 9.6 power unit.
1948 SEDDON P6 unit, platform lorry.
1948 A.E.C. Matador, 9.6 unit, 18-ft. flat.

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1958 BEDFORD 7-ton, 16-ft. wooden platform, 2-speed rear axle.
1958 AUSTIN 7-ton, 18-ft. platform.
1955 SEDDON Mk. XIIF diesel 18-ft. double-drop-side truck.
1955 BEDFORD diesel 7-ton forward-control with 16-ft. double-drop-side body.
1955 ALBION Chieftain, 16-ft. wooden platform.
1957 AUSTIN 5-ton diesel, 16-ft. platform.
1956 TS3 7-ton 18-ft. drop-side truck.

TIPPERS.

1958 BEDFORD diesel 6-ton 5-cu.-yd. normal-control tipper.
1954 BEDFORD 5-ton, 6-cu.-yd. wooden drop-side body.
1957 ALBION Clydesdale steel-body fixed-side tipper (at Cardiff).
1958 BEDFORD 7-ton forward-control fixed-side steel-bodied tipper, Leyland engine, 9.00 x 20 tyres (at Cardiff).

LUTONS.

1953 BEDFORD diesel 5-ton normal-control with 840-cu.-ft. body.
1954 BEDFORD 2-ton boxvan.
1953 AUSTIN 3-ton 600-cu.-ft. Luton.
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1958 BEDFORD 5-ton 1,050-cu.-ft. Luton.

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 COMPREHENSIVE RANGE OF NEW BEDFORDS ALWAYS IN STOCK.
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1959 BEDFORD 300 diesel 7-ton long-wheelbase truck, low-mileage engine, 8.25 x 20 12-ply tyres, £650.
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1958

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1956 GUY Otter tipper, Perkins P6 engine.
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1947 BEDFORD 29-seater bus, petrol engine, clean condition.
1947 SCAMMELL 8-wheeler, 25-ft. platform, 6LW engine.
1957 DODGE 6-ton tipper, P6 engine.
1957 COMMER TS3 6-wheeler, Boys axle.

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(Supplement)

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1956 A.E.C. 8-wheeler tipper, 9.6-litre engine, double-drive axles, 18-ft. by 7-ft. by 2-ft. fixed-sided body.
A as new. Matador, 4-wheel drive, 7.7-litre engine.
A.E.C. power winch, 13.50 x 20 tyres, ex-M.O.S.
1960 B.M.C. 7-tonner, 17-ft. drop-sided body, 2-speed axle power steering, in excellent condition.
1959 FORD 7-ton boxvan, inside measurement 20 ft. by 7 ft. 6 in. high by 7 ft. 6 in. wide, 9.00 x 20 tyres, in first-class condition.
1959 Ford 6-wheeler County conversion, 2-speed rear axle, 22-ft. drop-sided body, 9.00 x 20 tyres, in excellent condition.
NEW SCAMMELL 25-ft. 12-ton trailer, fitted 3-piece drop-sided body, immediate delivery.
NEW E.R.F. Model 6.46GX tractor, Gardner 6LX engine, 10-speed gearbox, twin-line air brakes, 10.00 x 20 tyres, in stock, immediate delivery.
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B.T.C. 4-in-line 14-ton tipping trailer, steel body, 18-ft. by 2-ft. 6-in. drop-sides, used only for demonstration.
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NEW B.M.C. 4-tonner, 14-ft. 6-in. drop-sided body, in stock, immediate delivery.
NEW E.R.F. twin steer, Gardner 6LW engine, 22-ft. drop-sided body D.20 tyres, in stock, immediate delivery.

1953 COMMER QX 5-ton forward-control chassis-cab, petrol engine, fitted 1,000-gal. insulated tank, (itincote lined complete with discharge pump and hoses, 30,000 miles from new, used for carrying edible oil as new throughout).
1956 E.R.F. 4.4 (G), Gardner 4LW engine, 18-ft. drop-sided body, 2-speed rear axle, 9.00 x 20 tyres, in good condition.

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1958 COMMERCIAL T33, 2-stroke engine, 18-ft. platform body.
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NEW BEDFORD TK 7-ton 6-cu.-yd. tipper, 300 diesel, immediate delivery.

NEW BEDFORD TK 12-ton artic. unit, 350 diesel, Scammell conversion, immediate delivery.

1960 BEDFORD 7-ton platform truck, 300 diesel, £625.

1959 BEDFORD 3-ton normal-control petrol drop-side truck, £425.

1959 LEYLAND Super Comet drop-side truck, 20-ft. body, £1,400.

1955 AUSTIN B.M.C. diesel 5-ton truck, £295.

1952 DODGE 105P6 drop-side truck, £185.

MANY good BEDFORD Utilabricks available.

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A.E.C. AUSTIN, FORD

SALES AND SERVICE.

1959 COMMER TS3, 18-ft. drop-side truck.

1955 BEDFORD 5-ton diesel long-wheelbase drop-side truck.

1958 BEDFORD 6-ton normal-control diesel tipper.

1957 BEDFORD 6-ton diesel drop-side truck.

1955 LEYLAND Octopus 8-wheeler, 24-ft. platform body.

1957 FORD Thames 5-ton diesel platform, choice of two.

103 VICTORIA STREET.

BRISTOL, I.

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A37

Used Goods Vehicles (contd.)

FORD AND SLATER, L. TD.,
LEYLAND, ALBION, SCAMMELL,
OFFICIAL TECALEMIT SYNDROMIC AND A.C.L.
FITTING STATION.

TIPPERS.

- 1959** BEDFORD 7-ton J-type 6-cu.-yd. steel fixed-side body.
1955 BEDFORD 5-ton A-type 13-ft. by 18-in. drop-side tipper, P6.
1955 COMMER Q4 P6 9-ft. by 3-ft. timber drop-side tipper.
1955 DODGE 7-ton R6 14-ft. by 4-ft. timber fixed-side tipper.
1958 FORD 5-ton H.D. 6D 6-cu.-yd. steel drop-side tipper.
1957 LEYLAND Comet, short wheelbase, fitted with Primrose third axle, 16-ft. by 4-ft. timber, fixed drop-side.
1959 ALBION Clydesdale with York third axle and Leyland A 375 engine, 19-ft. by 3-ft. timber drop-side.
1952 VULCAN 7-ton, 4LW, 11-ft. by 2-ft. plus 2-ft. timber drop-side.
1958 LEYLAND Comet Model ECOS2/R long-wheelbase 15-ft. by 2-ft. timber drop-side.
1957 COMMER 7-ton TS3, 13-ft. by 3-ft. timber drop-side.
1956 MORRIS 7-ton 14-ft. by 4-ft. timber fixed-side.
1955 SEDDON 6-ton, P6, 15-ft. by 18-in. timber fixed side.
1956 BEDFORD 7-ton S-type, petrol engine, with 14-ft. U-shaped alloy body.
1959 FORD Trader 7-ton with 14-ft. by 2-ft. timber tipping body.
1956 BEDFORD 5-ton A-type, 12-ft. by 2-ft. steel fixed-side tipper, petrol.
1959 LEYLAND Comet forward-control short-wheelbase, fitted with Boys third axle, 15-ft. 6-in. by 4-ft. steel fixed-side tipper.
1955 ALBION Chieftain, 12-ft. 6-in. by 2-ft. alloy drop-sides.

PLATFORM.

- 1956** ALBION Reiver, 22-ft. timber platform.
1955 ALBION Reiver, 22-ft. timber platform.
1958 ALBION Chieftain, 18-ft. timber drop-side.
1957 BEDFORD 7-ton, 300 diesel, 16-ft. 6-in. timber drop-side.
1956 BEDFORD 7-ton, R6, 16-ft. timber flat.
1957 A.E.C. Mercury with Eaton Hendrickson third axle, 21-ft. 3-in. timber drop-side.
1952 E.R.F., 6LW, 24-ft. timber drop-side.
1957 LEYLAND Comet Model ECOS2-4R, forward control, 20-ft. timber drop-side.
1953 THORNYCROFT 7-ton 18-ft. timber drop-side.
1957 COMMER TS3, 19-ft. timber drop-side.
1956 COMMER TS3, 16-ft. 6-in. timber drop-side.
1958 COMMER TS3, 16-ft. 6-in. timber drop-side, air brakes.
1956 DODGE 6-ton, P6, 17-ft. timber flat.
1955 DODGE 6-ton, P6, 16-ft. timber drop-side.
1954 DODGE 6-ton, P6, 17-ft. timber flat.
1957 FORD Thames, 4D, 16-ft. 6-in. timber drop-side.
1957 BEDFORD 7-ton, Comet engine, 16-ft. timber drop-side.
1955 ALBION Chieftain, 16-ft. alloy platform.
1959 B.M.C. 7-ton, 18-ft. timber drop-side.
1955 BEDFORD 7-ton petrol, 16-ft. timber flat.
1960 LEYLAND Comet Model CS3-3R, 19-ft. 6-in. timber platform.
1959 ALBION Chieftain, 16-ft. alloy-framed timber drop-side body.
1959 LEYLAND Comet Model ECOS2-4R, 20-ft. timber drop-side body. Choice of two.
1958 LEYLAND Comet Model ECOS2-4R, 20-ft. timber flat.
1956 LEYLAND Comet Model ECOS2-4R, 18-ft. timber drop-side.
1957 SEDDON 6-ton, P6, 16-ft. timber drop-sides.

TRACTOR UNITS.

- 1958** B.M.C.-SCAMMELL tractor unit.
1957 BEDFORD 8-ton Scammell tractor unit, Meadows engine.
1956 B.M.C.-TASKER 10-ton low-loader outfit, complete with knock-out rear axle, ramps, jack and winch.

VANS.

- 1958** AUSTIN A35 van, £225.
1956 ALBION Claymore 900-cu.-ft. alloy boxvan.
1956 ALBION Chieftain 900-cu.-ft. boxvan.
1955 FORD 10-cwt. van, £100.
1959 COMMER Cob 5-cwt. van, £250.
1956 STANDARD Vanguard pick-up truck, £75.

H.P. TERMS TO SUIT YOUR REQUIREMENTS.

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NEW VEHICLES FROM STOCK.

- L** EYLAND Super Comet long-wheelbase.
C OMMER 7-ton cement-limestone bulk delivery tanker.
A LBION Chieftain CH3AXL to take 18-ft. 9-in. body.

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S ECOND-HAND **C** OMMERCIAL **V** EHICLES
IN THE MIDLANDS.

A.E.C.

- 1957** A.E.C. Mammoth Major 8-wheeler drop-side, excellent condition, good tyres.

B.M.C.

- 1958** AUSTIN artic diesel, forward control with couplings.
1960 AUSTIN long-wheelbase Commer, all alloy drop-side tipper.
1956 Artic 7-ton long-wheelbase drop-side truck.
1956 AUSTIN 5-ton forward-control diesel drop-side truck.
1954 MORRIS 5-ton long-wheelbase petrol platform truck.

COMMER.

- 1960** COMMER 7-ton forward-control drop-side long-wheelbase truck.
1955 COMMER 5-ton Superpoise P6 drop-side truck.

ALBION.

- 1960** ALBION Reiver alloy long-wheelbase high drop-side tipper.
1957 ALBION Chieftain forward-control diesel platform truck.
1955 ALBION Chieftain alloy drop-side body (choice of two).

FODEN.

- 1957** FODEN diesel forward-control (new-type cab), 8-wheeler, long-wheelbase drop-side truck.

FORD.

- 1959** Thames Trader diesel 7-ton long-wheelbase drop-side truck.
1956 Thames Sussex double-drive 6-wheeler high-sides tipper.
1955 Thames P6 long-wheelbase 5-ton drop-side.

BEDFORD.

- 1958** BEDFORD 6-ton short-wheelbase diesel tipper, excellent tyres throughout.
1958 BEDFORD 7-ton long-wheelbase diesel drop-side truck.
1956 BEDFORD long-wheelbase diesel 7-ton drop-side truck.

E.R.F.

- 1950** E.R.F. long-wheelbase drop-side 8-ton diesel truck.
1946 E.R.F., A.E.C. engine, long-wheelbase forward-control diesel drop-side truck.

CARMICHAEL AND SONS (WORCESTER), L. TD.,

CLERKENLEAP DEPOT,
NEAR WORCESTER.

931-9

W. HAROLD PERRY, L. TD.

MAIN FORD DEALERS,
FINCHLEY.

- 1960** AUSTIN A35 van, blue, 11,000 miles only, heater, immaculate, £315.
1959 Thames 5-cwt. van, all normal extras including heater, blue, one owner, £250.
1959 Thames 5-cwt. van, all normal extras including heater, dark blue, £250.
1960 Thames 7-cwt. van, green, nice vehicle, £285.
1959 Thames 5-cwt. van, all normal extras, resprayed dark blue, £250.
1960 Thames 7-cwt. van, all normal extras, beige, immaculate, £285.
1959 Thames 10-12-cwt. van, all normal extras, resprayed Kenwood blue, £295.
1954 HILLMAN estate van, 2-tone, heater, very clean vehicle for year, £225.
1959 Thames 10-ton 6D long-wheelbase platform truck, on 9.00 x 20 tyres, excellent condition, £760.
1959 Thames Trader 6D 7-ton, 7-cu.-yd. hydraulic tipper trucks, on 9.00 x 20 tyres, with new metal drop-side bodies and Anthony tipping gears, choice of three, £795.
1960 Thames Trader 6D 7-ton 7-cu.-yd. hydraulic tipper trucks, on 9.00 x 20 tyres, with new metal drop-side bodies and Anthony tipping gears, choice of four, £895.

297 BALLARDS LANE, North Finchley.

HILLSIDE 8888.

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GATES OF WOODFORD.

FORD MAIN DEALERS,
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SEE our selection of Bedford, B.M.C. and Commer platforms, trucks and boxvans, at competitive prices, 931-327

Used Goods Vehicles (contd.)

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DODGE DISTRIBUTORS.

EARLIEST DELIVERY ALL MODELS.

- N** EW Thames Trader 7-ton 6D diesel tipper, steel body, immediate delivery, choice of two, £1,450.
N EW AUSTIN 1-ton petrol van, primer, £716.
N EW Atlas Major 10-12-cwt. van, blue, extras, £520.
N EW AUSTIN J4 10-12-cwt. van, £470.
N EW 7-cwt. Thames van, in primer, at £417 6s.
N EW 5-cwt. Thames van, in primer, at £389 7s.

1961 Thames 4-cylinder petrol chassis-cab, 500 miles only, £605.

1960 BEDFORD CA van, long wheelbase, 5,000 miles, unwritten, excellent, £325.

1959 Thames 5-cwt. van, unwritten, one owner, 15,000 miles, £245.

1959 BEDFORD Workabus, cream, one owner, £375.

1958 (Late) Thames 15-cwt. van, with heater, excellent order, £225.

1958 AUSTIN A101 10-cwt. van, unwritten, low mileage, excellent, £195.

1957 DODGE 6-ton diesel tipper, 6-cu.-yd. alloy body, 2-speed axle, £625.

1956 DODGE 6-ton short-wheelbase diesel tipper, 6-cu.-yd. body, choice two from £525.

1956 DODGE 6-ton short-wheelbase diesel tipper, choice of six from £475.

1956 BEDFORD Workabus, blue, one owner, £195.

1955 AUSTIN 5-ton long-wheelbase truck, petrol, fair condition, £165.

M AYDAY, R.D., Thornton Heath, Croydon. Thornton Heath 3473-4-5. 931-298

COMMERCIAL VEHICLE SALES AND REPAIRS, L. TD.

A.E.C., MORRIS-COMMERCIAL AND YORK.

- 1959** ALBION Clydesdale CD21L, new tyres, 6-speed, heater, drop-side, 21 ft., in fine order.
1951 ALBION Chieftain 7-ton 16-ft. 6-in. light alloy flat, good tyres.
1952 FODEN 8-wheeler 2-stroke engine, 24-ft. flat alloy body, good tyres.
1952 BEDFORD Luton van.

CRANES CLOSE,

BASILDON.

Phone 20223.

931-329

TILBURY'S (SOTON), L. TD.

CENTRAL STATION, BRIDGE ROAD,
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SEDDON DIESEL DISTRIBUTORS,
COMMER-KARRIER MAIN DEALERS (HEAVY).
PART-EXCHANGES AND H.P. TERMS.

- 1960** COMMER TS3, cab and chassis, fitted with 9.00 x 20 tyres, 13-ft. 6-in. wheelbase, air brakes, one owner.
1959 ALBION Chieftain, fitted with 9.00 x 20 tyres, 20-ft. platform body, one owner, immaculate condition.
1958 SEDDON diesel Mk. 15, fitted with Gardner 5LW engine, 6-wheeler, fitted with 9.00 x 20 tyres, 24-ft. alloy frame, double drop-side body, one owner.
1957 BEDFORD 7-ton, fitted with a Leyland engine, fitted with 9.00 x 20 tyres, alloy frame, wood floor, 18-ft. platform body.
1957 COMMER TS3, fitted with 9.00 x 20 tyres, air brakes, 16-ft. 6-in. platform body, one with canopy over rear, choice of three from £375.
F ODEN FD6 Mk. 3, 8-wheeler, double drive, fitted with 24-ft. platform body, in good condition throughout, including tyre equipment.
1955 SENTINEL light 6-wheeler, fitted with 24-ft. platform body and tailboard, above average condition.
1950 MAUDSLAY, fitted with A.E.C. 7.7, fitted with an aluminium body, fitted with complete towing attachments, good.

ALWAYS IN STOCK.

D IESEL-ENGINED VEHICLES FROM

£100-£200.

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THE HALE, N.17.

Tottenham, 7771 (five lines).

- N** EW Thames Trader 6D chassis-cab.
N EW COMMER 15-cwt. boxvan, various specifications.
N EW COMMER personnel carrier, red.
N EW AUSTIN 15-cwt. Omnivan, primer.

1960 COMMER 15-cwt. petrol boxvan, hinged doors.

A LL the above in stock, available for immediate delivery. 931-296

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GARLICK, BURRELL AND EDWARDS, L. TD.
188 REGENT ROAD,
LIVERPOOL, 20.

BEDFORD BEDFORD BEDFORD BEDFORD
WE OFFER THIS WEEK, THE FOLLOWING
USED COMMERCIAL VEHICLES

TRACTOR UNITS

1956 Model E.R.F. Scammell tractor, 2-speed axle, 4LW, excellent, £475.
1960 BEDFORD 8-ton 300 cu. in. diesel Scammell, normal-control, tractor units, choice of two.

TIPPERS

1958 BEDFORD diesel long-wheelbase tipper, 12-ft. 6-in. pancelled sided body, single-ram gear, in immaculate condition, £495.
1959 BEDFORD 5-ton long-wheelbase twin-ram tipper, J series, 12-ft. 6-in. pancelled sided body, Edbro 4LNX tipping gear.
1958 6D long-wheelbase twin-ram tipper, cheap, to clear.

TRUCKS

1959 BEDFORD 7-ton 300 cu. in. diesel platform truck, standard body, £695.
1959 BEDFORD 300 cu. in. diesel 7-ton long-wheelbase platform truck, in exceptionally clean condition, £525.
1958 THAMES Trader platform truck, 6D, £425.

WANTED

R-TYPE BEDFORDS, preferably with rear winches, in excellent condition.
23-FT. 10-ton Scammell trailers.
LOW-LOADER trailers.

PART-EXCHANGES ACCEPTED, DEMONSTRATIONS AT YOUR PREMISES, DISTANCE NO OBJECT, AT ANY TIME TO SUIT YOUR OWN CONVENIENCE.

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(CHISWICK FLYOVER).
VAUHAU, BEDFORD MAIN DEALERS.

FOR quality tested used vehicles.

1958 1959 and 1960 CA vans, long and short, from £275.
1958 BEDFORD Hawson CA van, one owner, first-class condition, choice of two, from £250.
1956 BEDFORD 3-ton petrol Spurling van, £225.
1955 BEDFORD 5-ton diesel boxvan, 1,000 cu. ft., reconditioned engine, in excellent condition, £425.
1958 COMMER Karrier 3-ton diesel boxvan, 350 cu. ft., separate cab, very clean vehicle, £675.
1958 Thames Trader 7-ton diesel platform truck, clean condition, £485.
1957 AUSTIN 1-1/2-cwt. diesel van, one owner, £285.

BEDFORD HOUSE.

CHISWICK HIGH ROAD,
CHISWICK, W.4.
Chiswick 6741. 931-297

ELT BROS., L. TD.

1956 FORDSON Thames 4D diesel 30-cwt. lorry, £200.
1955 FORDSON Thames 4-cylinder petrol 4-ton lorry, £85.
1956 BEDFORD 7-ton short-wheelbase tippers, petrol, £100.
1955 DODGE 5-ton P6 diesel long-wheelbase lorry, all-alloy body, £285.
1958 BEDFORD D-type petrol 5-ton long-wheelbase lorry, very clean, £425.
1956 DODGE 5-ton diesel tippers, 2-speed axles, choice of several from £200.

PART-EXCHANGE AND HIRE-PURCHASE A PLEASURE.

ELT BROS., L. TD.

BEDFORD AND VAUXHALL DEALERS.
DEKINS ROAD,
BIRMINGHAM, 25.
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1956 SEDDON 7-ton long-wheelbase drop-side truck, P6 diesel, excellent condition, £375.
1954 SEDDON 3-ton boxvan, Perkins diesel, choice of three, £250 each.
1960 ALBION Claymore Luton van, 1,200 cu. ft., Burtonwood lat lift, automatic lubrication, £1,400.
1959 FORD Trader 3-ton Luton 4D diesel van, choice of two, excellent condition, £525 each.
1956 MORRIS 5-ton boxvan, B.M.C. diesel engine, £325.

NORMAND, L. TD.

CUMBERLAND AVENUE,
N.W.10.
Elgar 7757. 931-355

Used Goods Vehicles (contd.)

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S. SOUTHAMPTON.

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VEHICLES:—

DODGE 1957 (January) long-wheelbase diesel 7-ton truck, £400.
LEYLAND Comet tippers, choice of four; these vehicles are being reconditioned in our workshops, with a six months' guarantee, first registered 1951, 1952 and 1953, price each £750.
LEYLAND 1949 (August) Comet tipper; this vehicle has had a considerable amount of money spent on it and it is in good condition, £400.
LEYLAND 1955 (August) Octopus, trailing axle with 24-ft. alloy platform body, £1,250.
BEDFORD 1955 (February) diesel 7-ton drop-side truck, £290.
LEYLAND 1956 (January) Comet truck, £900.
AUSTIN 1955 (November) A40 van, £250.
BEDFORD 1952 (November) diesel Scammell tractor, £250.
DODGE 1954 (May) 5-ton petrol-powered chassis complete with cattle container, £450.
DODGE 1953 (June) 5-ton petrol-powered chassis complete with cattle container, £350.
DODGE 1957 (September) long-wheelbase diesel 7-ton truck, £400.
ALBION 1959 (June) Clydesdale tipper, £850.
A.E.C., December, 1957, Mercury Mark II tipper, £925 each.
LEYLAND 1958 (March) Comet tipper (choice of four), £925 each.
LEYLAND 1959 (February) Comet tipper, £350.
DODGE 1961 (February) 7-cu.-yd. Model 3144Y tipper, £1,150.
MORRIS 1961 (February) 7-ton tipper, fixed sided, £950.
PLEASE write or call: J. H. Sparshatt and Sons (Southampton), Ltd., The Causeway, Redbridge, Southampton. Phone, Totton 2258. 932-6491

CHANDLERS MOTORS, L. TD.

ESTABLISHED 42 YEARS.

LUTON vans and pantechnicons.
1,200 -CU.-FT. 1954 BEDFORD petrol, pantechnicon, aluminium body, integral cab; choice of two, £365.
1,220 -CU.-FT. 1950 SEDDON P6 diesel pantechnicon, very little used, used by large C-licence operator, in excellent order, £200.
1,000 -CU.-FT. 1955 AUSTIN petrol pantechnicon, load loader, £265.
1,000 -CU.-FT. 1954 AUSTIN diesel, forward control, integral cab with drop well, £330.
1,050 -CU.-FT. 1958 BEDFORD, 300 diesel, pantechnicon, Plymax body, £500.
1,000 -CU.-FT. 1959, December, BEDFORD, 300 diesel, pantechnicon alloy body, £625.
900 -CU.-FT. 1958 BEDFORD, 300 diesel boxvan, in excellent order, £450.

TRUCKS and units.

1956 BEDFORD 3-ton petrol tipper, £320.
1956 AUSTIN forward-control 5-ton diesel truck, immaculate condition, £265.
1955 BEDFORD diesel 10-ton unit, fifth-wheel coupling and 22-ft. Dyson trailer, £295.
1955 DODGE 6-ton petrol tipper, 6-cu.-yd. drop-side steel body, in good condition, £180.
1955 AUSTIN 2-ton diesel truck, £150.
1953 AUSTIN Loadstar 6 diesel truck, £150.
20'-FT. Scammell trailer, in good condition, £165.
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(SOUTHEND-ON-SEA), L. TD.

DODGE

DISTRIBUTORS.

NEW 7-ton DODGE diesel long-wheelbase tipper, 8.25 x 20 tyre equipment, 17-ft. double-drop-side steel body and Anthony hoist underbody gear, £1,829.
1959 FORD Trader artic. unit, 24-ft. B.T.C. fifth-wheel coupling, four-in-line trailer, 13-cwt, one owner, £1,300.
1951 ALBION 5-ton platform truck, 4-cylinder diesel engine, well tyred coachbuilt can and body, ex brewery, £275.
HADLEIGH, Essex. Phone, Southend-on-Sea 557271 (10 lines). 931-345

1958, October, E.R.F. model 56G-SF, 5LW Gardner, 5-speed box, double drive rear bogie on very good 8.25 x 20 tyre equipment with twin-ram tipping gear and alloy tipping body, unladen weight 6.2.0., £1,685.

1954 SEDDON twin-ram tipper with coal body, Perkins P6, in reasonable condition, £145.
1952 GUY Otter, 4LK Gardner, Eaton 2-speed axle, in fair condition, £125.
YORK HW2 semi-trailer, 26-ft. body, 4-ft. headboard, air brakes, immediate delivery, list price.

NORTH CHESHIRE MOTORS, L. TD.

AND

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COMMERCIAL VEHICLE SPECIALISTS.

NEW FOR DELIVERY NOW.

ALBION Chieftain CH1AXL chassis and cab.
LEYLAND CS3/12R chassis and cab.
SEDDON 15-10 standard 6-cu.-yd. tipper, complete, Eaton axle, cab heater, Perkins 354 engine.
DODGE 3164AT standard 8-ton 7-cu.-yd. tipper, Eaton axle, Perkins 354 engine, etc.

THE ABOVE ARE NEW AND UNREGISTERED AT LIST PRICE.

USED COMMERCIAL TRUCKS.

CLEAN—READY FOR THE ROAD.

1960 BEDFORD medium-wheelbase tipper, with Leyland engine, twin ram tipper, a clean owner-driven vehicle, £1,150.
1959, December, BEDFORD Standard 7-ton tipper, well tyred all round on 9.00 x 20, Bedford's own diesel, a clean owner-driven truck, £675.
1960 DODGE 3123AP6 Standard 6-cu.-yd. tipper, 305 Perkins engine, Eaton axle (16.000), twin ram underfloor gear, 9.00 x 20 tyres, owner-driven from new, £1,250.
1957 LEYLAND medium-wheelbase fixed-side tipper, twin ram gear behind cab, well tyred all round, £675.

DROPSIDES VANS FLATS

1959 FORD van, 10-12-cwt., 11,000 miles, owner-driven van, clean, well tyred, £300.
1958 GUY Otter Mk. 1 Standard dropside truck, B.M.C. 5.1 engine, owner-driven from new, well tyred all round, and in first-class condition, £750.
1957 FORD 5-ton drop-side tipper, one owner, general condition fair, £325.
1950 DODGE 105P6 14-ft. 6-in. Standard drop-side, this is a clean, owner-driven truck, Perkins P6 engine, well tyred, £250.

OUR LISTS CHANGE DAILY.

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NEW VEHICLES AVAILABLE FOR

IMMEDIATE DELIVERY.

ONE new GUY light 6-wheeler, 15-ft. 3-in. tipper, 20-ft. long wood and alloy coal body.

USED VEHICLES.

1960 GUY Invincible 8-wheel tipper with 21-ft. 6-in. long coal body, £3,750.
1960 DODGE 6-wheel tipper with 19-ft. long coal body, Leyland Comet engine, York axle, £2,150.
1959 FORD Trader 7-ton tipper, £650.
1958, November, LEYLAND Comet forward-control tipper with all-alloy body, £900.
SEPTEMBER, 1958, DODGE 146AR6 7-ton platform lorry, £685.
1956 BEDFORD S-type 7-ton tipper with wooden body, £350.
1955 BEDFORD 5-ton A-type medium-wheelbase tipper, £200.
1954 SENTINEL 6-wheeler tipper, A.E.C. 7.7 engine and gearbox, all-alloy coal body, Pilot tipping gear, £600.
DECEMBER, 1960, B.M.C. twin-steer coal tipper, Edbro 16500 2-speed axle, 4-speed box.

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COLESHILL HOUSE,

ATHERSTONE.

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MANN EGERTON AND CO., L. TD.

OFFER:—

1953 LEYLAND Octopus 6-wheeler, Edbro tipping gear, 22-ft. body, excellent condition for year, ideal coal haulage, etc.
1960 FORD 7-ton with York trailing axle, tipping gear, 20-ft. body, immaculate vehicle, ideal for coal haulage.
1957 A.E.C. Mercury 10-ton platform truck, immaculate vehicle.
1959 FORD 15-cwt. large-capacity van, low mileage, immaculate vehicle.

MANN EGERTON AND CO., L. TD.

5 PRINCE OF WALES ROAD,

NORWICH.

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Used Goods Vehicles (contd.)

AT GREAT NORTH ROAD, SANDY, BEDS.

JOHN JORDAN,

E.R.F. DISTRIBUTORS, OFFICIAL FORD AND
COMMER DEALERS.

Phone, Sandy 271 (three lines).

BEDFORD.

1958 BEDFORD 5-type 6-ton, 300 diesel engine,
long-wheelbase tipper, 7.50 x 20, £395.

COMMER.

1960 COMMER Unipower 6-wheeler, 21-ft. platform,
power steering, air brakes, £1,350.

1960 COMMER TS3 standard 7-yd. tipper, air brakes
checked, choice of three from £775.

1955 COMMER TS3 18-ft. drop-sider, recent factory
engine and gearbox, £375.

1957 COMMER TS3 18-ft. platform, £400.

1957 COMMER Superpoise 16-ft. drop-sider, P6,
latest shape, 3-speed, £295.

1960 COMMER TS3 18-ft. platform, one owner,
£775.

1958 COMMER TS3 medium-wheelbase, factory
exchange twin Teleboist gear, £675.

FORD.

NEW Trader 4D, long-wheelbase, 152-in. low frame,
4.5-ton chassis-cab, immediate delivery.

1961 Trader 75 6D 7-ton, fitted 20-ft. high fixed-sided
body, would readily convert to van or cattle
float, low mileage, £925.

1956 FORD 4D standard 16-ft. diesel drop-sider,
£225; choice of three.

1959 Trader 6D 7-ton 17-ft. platform, excellent, £675.

1956 FORD 4D long-wheelbase 5-ton tipper, suitable
coal, coke or grain, well shod, £295.

SEDDON.

1959 SEDDON 8-ton tractor unit, latest fibreglass
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VANS, petrol.

3/-TON 1957 MORRIS 15-cwt. Omnivan, repainted,
£265.

12-CWT. 1960 BEDFORD CA van, long-wheelbase,
immaculate, £295. 1960 Bedford 12-seater Utili-
brake, fawn, £385. 1956 Bedford CA van, repainted, £165.

8-CWT. 1959 COMMER express delivery van, £325.

7-CWT. 1960 FORD van, factory blue, immaculate, £330.

WANTED, late-type Gardner 4LW K-type engine.

H.P. Arranged. Open Sunday mornings. Exchanges
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55-60 BROAD STREET,

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1949 AUSTIN 3-ton petrol tipper, wooden drop-side
body, underfloor tipping gear, sound through-
out, £85.

1954 BEDFORD 7-ton forward-control long-wheel-
base diesel flat truck, good tyres, mechanically
sound throughout, £215.

1955 FORD Thames 5-cwt. van, £125. 931-447

1958 AUSTIN 15-cwt. van, £300.

1959 Thames 2-ton van, very good condition, £425.

1958 Thames 2-ton diesel van, £500.

1958 DODGE 6-ton tipper, good condition, £375.

1954 DODGE 2-3-ton drop-side truck, good con-
dition, £150.

1958 BEDFORD Dormobile caravan, £400.

1959 BEDFORD 12-seater Bedmobile, £395.

COOMBS COMMERCIALS (GUILDFORD), LTD.
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1961 DODGE diesel fitted with latest Perkins 354-cu.-
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tipper, steel drop-side body, 16,000 miles only, £950.

1960 Trader diesel, 7-ton short-wheelbase tipper, 9.00
x 20 tyres, 7-yd. drop-side body, 8,000 miles
only, hydrovac brakes, £675.

1960 BEDFORD 6-ton short-wheelbase diesel tipper,
steel body very tidy, £495.

1960 COMMER TS3 diesel 7-ton short-wheelbase
tipper, steel body, 2-speed axle, 9,000 miles
only (offered at less than half cost price) at £850.

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steel body, 18,000 miles only, very clean,
£650.

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drop-side steel body, 12-ft. 6-in. long, first-class
condition, £725.

1956 BEDFORD 5-ton short-wheelbase tipper,
wooden drop-side body, ready for work, £175.

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60 YARDS FROM BOW ROAD TUBE STATION.

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440

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COX AND CO. (LEEDS), L. TD.

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USED GOODS VEHICLES—

1958 COMMER 7-ton TS3 diesel drop-side truck,
18-ft. body, 9.00 x 20 tyres.

1958 COMMER 7-ton TS3 diesel, 23-ft. platform
body, 8.25 x 20 12-ply tyres.

1958 COMMER rigid 6-wheeler, TS3 diesel, 19-ft.
deep-hinged double drop-side tipper, power gear,
air brakes, 9.00 x 20 tyres.

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1953 COMMER 10-ton diesel Superpoise tractor,
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20-ft. (one drop-side). J coupling gear, will sell separately.

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1951 DENNIS 7.8 cu. yd. side loading refuse collector
in sound working order.

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Phone, Leeds 31914 (six lines). 931-24

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MAIN FORD DEALERS,

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16,000 miles, fitted 2-speed axle, many extras,
one owner, specimen vehicle, £775.

1959 November, BEDFORD 6-ton, 300 diesel,
medium-wheelbase steel-body tipper, one
owner, 1900.

1957 November, Thames Trader 5-ton 4-cylinder
diesel drop-side, £450.

1958 August, Thames Trader 6-cylinder diesel artic.
unit, 8.25 x 20 12-ply tyres, one owner, £450.

1957 September, BEDFORD 7-ton 300 diesel plat-
form, one owner, £525.

1956 B.M.C. 7-ton diesel platform, good condition,
£275.

1956 FORD Thames 4-ton 4-cylinder diesel drop-side,
ideal coalman's truck, £300.

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A GOOD SELECTION OF

USED PLATFORM AND TIPPING TRUCKS.

2-7 TONS. FROM £150 UPWARDS, ALL READY
FOR WORK.

NEW THAMES TRADERS, ALL MODELS IN STOCK
INCLUDING

THE NEW 7½-TON 75 WITH 5-SPEED GEARBOX
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£135. 1955 FORD, 4D diesel, large boxvan, one
owner.

£175. 1950 BEDFORD 5-ton diesel short-wheelbase
tipper.

£100. 1950 BEDFORD-SCAMMELL diesel tractor,
clean appearance.

£95. 1951 SEDDON 6-ton lorry.

£95. 1951 MAUDSLAY 7.7 engine, good runner.

£25. Pilot tipping gear, single ram, complete for
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£300. 23-ft. 10-ton SCAMMELL trailer with box
container van body.

SCAMMELL 6-ton semi-low-loader trailer.

SCAMMELL trailers, all sizes, from £50.

TWO 1954 BEDFORD 10-ton Scammell tractors, R6
diesel engines, good runners, rough appearance, £70
each.

£50. Perkins P6 engine with A-type Bedford fittings.

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1959 MORRIS 4-wheel-drive scow-end tipper, diesel
engine, £750.

1951 LEYLAND Octopus 8-wheeler, 600 engine,
double drive, £400.

1952 E.R.F. 8-ton long-wheelbase truck, 4LW
Gardner engine, £400.

1959 BEDFORD 15-cwt. van, long-wheelbase, £275.

1956 COMMER TS3 long-wheelbase truck, £300.

1956 AUSTIN 3-ton forward-control long-wheelbase,
new engine recently fitted, £250.

1960 FORD Trader 7D long-wheelbase tipper, £675.

1958 FORD Trader 7D long-wheelbase tipper, £475.

1960 AUSTIN B.M.C. 7-ton short-wheelbase tipper,
22,000 miles, £725.

TERMS AND EXCHANGES ARRANGED.

COX'S MOTORS (HILL TOP), L. TD.

127 HILL TOP, WEST BROMWICH.

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AYSTON ROAD,

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NEW VEHICLES

A.E.C. Mercury 14-ft. 6-in. wheelbase chassis-cab.

A.E.C. Mammoth Major 8-wheel double-drive
chassis-cab, 17-ft. 4-in. wheelbase or
14-ft. 8-in. wheelbase.

A.E.C. Mustang twin-steer chassis-cab, fitted double-
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B.T.C. 25-ft. 4-in. 4-in-line trailer.

THAMES Trader County 6 x 4 chassis-cabs. All other
models available.

DODGE, all models available for early delivery.

USED VEHICLES.

1959 BEDFORD J-type tipper with extension sides,
2-speed axle, choice of eight.

1957 B.M.C. 6-wheel platform, boys extension, good
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1957 7-ton BEDFORD 5-type 16-ft. 6-in. alloy drop-
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generally good condition.

1948 BEDFORD 3-ton flat, fair condition.

1952 DENNIS coach, 35-seater.

1951 DENNIS coach, 33-seater.

1948 BEDFORD coach, 29-seater. 931-195

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OFFER—

1960 April, COMMER 7-ton Rootes diesel 18-ft.
drop-side lorry, Helper springs, heater, flashers,
9.00 x 20 tyres, 40 gal. tank, excellent condition, £1,150.

1958 November, COMMER 7-ton Rootes diesel
drop-sides, 9.00 x 20 tyre equipment, excellent
condition, £700.

1961 January, COMMER 3-ton hinged-door diesel
van, with extra side door, heater, three seats,
bumpers, 6,000 miles, painted white, excellent condition,
taxed, £595.

1961 January, new unregistered COMMER 4-berth
caravan, petrol engine, showroom, model,
painted red, cost £927, accept £825.

1954 October, COMMER 3-4-ton Superpoise plat-
form, petrol engine, good tyres, £100.

1960 September, BEDFORD short-wheelbase 15-cwt.
van, heater, 16,000 miles, one owner, excellent
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COMMERCIAL VEHICLE DIVISION.

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1959 ALBION Reiver, 22-ft. platform, Model
B22AN.

1960 COMMER TS3 7-ton tipper, as new.

1959 DODGE, 22-ft. platform, third axle.

1959 September, FODEN 25-ton tractor unit.

1959 December LEYLAND Comet 6-wheel tipper
(coal).

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COMMERCIAL MOTORS (CLAY CROSS), L. TD.

CLAY CROSS, DERBY.

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ATKINSON AUSTIN, FORD, DODGE.

NEW 7½-ton Thames Trader 138-in.-wheelbase chassis-
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all steel 10-cu.-yd., 9.00 x 20 tyres, immediate delivery.

NEW ALBION Chieftain Model CH1AXL 13-ft. 6-in.-
wheelbase chassis-cab, immediate delivery, bodied to
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1959 7-ton AUSTIN diesel, 18-ft. drop-sided body,
power steering, 9.00 x 20 tyres.

1959 7-ton FORD 1-trailer diesel 20-ft. platform lorry,
9.00 x 20 tyres, 2-speed axle.

1958 7-ton BEDFORD diesel, Leyland engine, 18-ft.
drop-sided body, 9.00 x 20 tyres.

1958 BEDFORD diesel, Bedford engine, 2-speed axle,
17-ft. 6-in. platform body, 8.25 x 20 tyres.

1958 AUSTIN Lova 6-wheeler, 21-ft. drop-sided body,
2-speed axle, power steering.

1956 COMMER diesel Boys 6-wheeler, 21-ft. alloy
body, 2-speed axle.

PRAILS (HEREFORD), L. TD.

HOLMER ROAD,

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Used Goods Vehicles (contd.)

S. HUGHES (COMMERCIAL), LTD.,

OFFER IMMEDIATE DELIVERY OF
NEW VEHICLES.

- A.E.C.** 8-wheeler, 9.6, 40 x 8 tyres, fitted 22-ft. 6-in. alloy coal transporter body.
A.E.C. 9.6 double-drive long-wheelbase chassis and cab.
A.E.C. Mustang twin-steer chassis and cab.
A.E.C. 17-ft. 3-in. wheelbase Mk. II chassis and cab.
A.E.C. Mk. II 11-ft. 6-in. wheelbase, Milshaw gear and 15-ft. 6-in. alloy body.
A.E.C. Mk. II 11-ft. 6-in. wheelbase chassis and cab.
ALBION Chieftain, long wheelbase, 9.00 x 20 tyres, chassis and cab.
ALBION tractor, Scammell coupling.
ALBION 6-wheelers, AL and AT models.
ALBION CH3ALT, double-ram Milshaw gear, 15-ft. 6-in. fixed-sided alloy body.
ALBION CH3ALT chassis and cab, fitted new double-ram gear.
BEDFORD TK tractors fitted 2-speed axles, Leyland Comet engine, fit 1/2-wheel coupling.
BEDFORD TK long-wheelbase 7-tonner, Bedford engine.
E.R.F. 44(G2) L-ft. 3 1/2-in. wheelbase chassis and cab.
E.R.F. 54(GX) 9-ft. 2-in. wheelbase tractor, 6-speed box.
E.R.F. 68(GX) 18-ft. wheelbase chassis and cab.
FORD Trader, 160-in. wheelbase.
FORD Trader 7-ton short-wheelbase, fitted Edbro standard steel-bodied tippers.
FORD Trader 4D 5-ton chassis and cab.
LEYLAND Comet tractor, Model CS3/5R, fifth-wheel coupling.
LEYLAND Comet tractor, Model CS3/4R, Scammell coupling.
LEYLAND Beaver tractor, fitted new-type engine, for fifth-wheel coupling.
LEYLAND Comet, Model CS3/3R, long-wheelbase chassis and cab.

SECOND-HAND VEHICLES.

- NOVEMBER, 1960** FODEN tipper with LX engine, 12-speed box, Pilot gear and alloy body, as new.
LEYLAND, Atkinson, E.R.F. and Foden 8-wheelers.
1958 GUY Scammell tractors, 4LW engines, 2-speed axles, Choice of 10.
1958 BEDFORD Scammells with Leyland Comet engine, 2-speed axles, Scammell couplings, Choice of three.
1958 ALBION 6-wheel double-drive, Leyland Comet engine, 22-ft. bodies, Choice of two.
1958 59-50 B.M.C., Atkinson, A.E.C. Mk. II, Dodge, Commer and Ford Tractor, double-ram gears and 15-ft. 10-in. alloy bodies, immaculate condition.
1960 ALBION Reever double-drive tippers, Milshaw gears and alloy coal bodies, Choice of two.
1960 A.E.C. Mercury Mk. II, fitted new Ransome Rapier 41-cu.-yd. concrete mixer.
A.E.C. Mandator tractor, B.T.C. fifth-wheel coupling, 4,100 miles, absolutely as new.
1960 DODGE flat, 2-speed axle, Leyland Comet engine, power steering, Choice of six, 22-ft./25-ft. Scammell trailers.

THE ABOVE ARE AS NEW AND SUBJECT TO ANY TRIAL AND INSPECTION.

CHOICE OF 50 CHEAPER MACHINES OF ALL TYPES AND CLASSES.

SPARE PARTS FOR ALL TYPES OF COMMERCIAL VEHICLES.

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- 1955** BEDFORD P6 5-ton drop-sider.
1956 DODGE P6 long-wheelbase tipper.
1955 BEDFORD R6 long-wheelbase tipper, one owner.
1957 BEDFORD R6 7-ton flat.
E.R.F. 68G.
1955 THORNYCROFT Sturdy Star drop-side.
TWO new DODGE chassis-cabs, immediate delivery.

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AFTER 6 P.M., 20803.

- 1954** 7-ton BEDFORD R6 diesel long-wheelbase drop-side truck, well tired, £185.
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GOOD selection of BEDFORD CA 10- and 15-cwt. vans from £100. 931-16

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OFFICIAL TECALEMIT SYNDROMIC AND A.C.L. FITTING STATION.

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A.E.C. 8-wheeler fitted Pilot tipping gear and 22-ft. sub. frame.
SECOND-HAND tipping vehicles.
1960 FODEN KC6LX/24 8-wheeler.
1960 FORD Trader 160-in. long-wheelbase.
1960 FORD Trader 138-in. medium-wheelbase.
1958 DODGE long-wheelbase (Leyland engine).
SECOND-HAND platform and drop-side vehicles.
1959 ALBION Chieftain, alloy body.
1958 FORD Trader 7-ton.
1958 FORD Trader 7-ton.
1957 ALBION Clydesdale (alloy wood body).
1957 GUY Warrior.
1957 BEDFORD 300 diesel.
1955 ALBION Clydesdale.
1955 COMMER TS3.

443 HANDSWORTH ROAD,

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H. TAYLOR AND CO. OFFER—

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1957 AUSTIN 101 van, green, £135.

ELMBRIDGE 0081.

931-66

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200-220 CRICKLEWOOD BROADWAY,
N.W.2.

Gladstone 2234-5-6-7.

- NEW** DODGE trucks for early delivery.
NEW Thames 15-cwt. vans and trucks, also 12-seaters.
NEW Thames Trader 3-5-ton trucks.
NEW Thames Trader Lutons.
NEW MORRIS vans, 1-ton-30-cwt., J2, J4 and LD.
ALL the above vehicles available from stock.

- 1960** Thames 15-cwt. van.
1960 DODGE 7-ton 3145Y 9-cu.-yd. tipper, steel body, low mileage.
1959 MORRIS J2 13-seater bus, also choice of two vans.
1956 MORRIS 30-cwt. diesel truck.
1958 Thames 3-ton 4D diesel truck; also 30-cwt. model.
1958 MORRIS 10-cwt. J-B van.
1957 58-59 Thames 5-7-cwt. vans, from £165. 931-129

DARTMOUTH GARAGE,

FOR YOUR

GOOD USED COMMERCIALS.

- 1955** AUSTIN 5-ton normal-control long-wheelbase chassis-cab, fitted with diesel engine, low mileage, well tired.
1956 COMMER 7-ton double-drop-side, 18-ft. body, diesel engine, low mileage.
1956 AUSTIN 5-ton forward control, 16-ft. double-drop-side truck, diesel engine, bargain.
1954 MORRIS prime mover, diesel engine, Tasker coupling, good shunt vehicle.
1958 AUSTIN 152 boxvan 320-cu.-ft. body, choice of three.

NEW AUSTIN COMMERCIALS.

IMMEDIATE OR EARLY DELIVERY OF MOST MODELS FROM

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OPEN FOR SALES MONDAY TO SATURDAY, 9 a.m. to 7 p.m.

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October 20, 1961—THE COMMERCIAL MOTOR 73
(Supplement)

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WEALDSTONE, MIDDLESEX.

- 1960** Trader 6 x 2 County 25-cu.-yd. tipper, power steering, new tyres, £1,700.
1961 Trader 6 x 2 County 25-cu.-yd. tipper, Eaton 2-speed power steering, £2,503.
1959 Thames 5-ton long-wheelbase milk-float truck £465.
1955 Thames 3-ton Luton van, £475.
1953 Thames 4-ton P6 4-cu.-yd. tipper, £235.
1954 4-ton P6 long-wheelbase truck, £275.
1957 Trader 5-ton 6D long-wheelbase truck, £485.
1951 AUSTIN 900-cu.-ft. diesel Luton van, £125.
1956 Thames 4-ton tipper, £325.
1956 DODGE 5-ton tipper, £295.
1956 DODGE 5-ton tipper, £295.
1956 Thames 6-cu.-yd. tipper, £350.

HARROW 1031.

OPEN UNTIL

7 P.M. MONDAYS TO FRIDAYS,

AND TO

5.30 P.M. SATURDAYS. 931-267

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VAUXHALL, BEDFORD MAIN DEALER.

71 THE WICKER, SHEFFIELD, 3.

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- 1959** ALBION Claymore long-wheelbase drop-side truck, 18-ft. alloy-framed body with double floor, 8.25 x 20 tyres, all in extremely good condition fitted with cab heater as new mechanically and in appearance, a genuine 39,000 miles only, £725.
BEDFORD 7-ton long-wheelbase diesel drop-side truck, 9 all good tyres, in excellent mechanical condition, choice of three 1957 onwards, from £375.
1958 ALBION Chieftain, alloy-framed wooden platform 16-ft. body, 5-speed gearbox, a real quality vehicle at an extremely attractive price, £695.
1954 BEDFORD 3-ton petrol long-wheelbase canopy-top truck, tyres fair, good runner, £100.
H.P. Facilities can be arranged for selected clients. 931-200

SPURLING MOTOR BODIES, LTD.,

"THE NAME BEHIND THE SALE"

- 1957** COMMER 7-cwt. van, grey.
1958 AUSTIN A55 van, green.
1959 AUSTIN Omnivan, grey.
1959 Thames 15-cwt. van, blue.
1956 COMMER 7-ton truck, Eaton 2-speed axle, diesel.
1958 Thames Trader 4D 1,000-cu.-ft. pantechicum.

PHONE, GLADSTONE 2727.

303 CRICKLEWOOD BROADWAY,

LONDON, N.W.2. 931-120

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MAIN RETAIL DEALERS FOR AUSTIN COMMERCIAL VEHICLES AND SOLE DISTRIBUTORS FOR THORNYCROFT COMMERCIAL VEHICLES FOR LONDON AND HOME COUNTIES NORTH OF THE THAMES.

- 1956** AUSTIN 3-ton forward-control diesel 1,500-cu.-ft. Luton van, body just rebuilt, in primer, 1595.
1956 BEDFORD 7-ton platform lorry, R6 diesel engine.
1956 AUSTIN 7-ton forward-control drop-side truck, 2-speed axle, reconditioned engine, done approx. 20,000 miles, £475.
1954 BEDFORD 5-ton petrol 1,250-cu.-ft. Luton van, choice of two in excellent condition.
1955 FORD Thames 4D 1,200-cu.-ft. Luton van. 931-155

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LTD.

IMMEDIATE delivery new COMMER TS1 S.A.E. tractor. (Late) A.E.C. 8-wheeler, as new.

- 1960** ATKINSON 8-wheeler, 6LX engine very clean.
1959 ATKINSON T716 X tractor, Gardner 6LX engine, 75-ft. York tandem trailer, good tyres.
1959 ATKINSON twin steer, 23-ft. platform body, excellent condition.
1956 ATKINSON T745 tractor unit, good condition.

WESTERN LANE, London, S.W.12, Kelvin 2193.

931-105

441

Used Goods Vehicles (contd.)

- 1957 GUY Warrior long-wheelbase alloy platform.
1958 COMMER 7-ton tipper, air brakes, 9.00 x 20 tyres.
1956 MORRIS Minor Traveller.
1955 MORRIS Minor Traveller.
1955 AUSTIN 2-ton diesel platform.
1956 BEDFORD 10-12-cwt. van.
1957 AUSTIN 15-cwt. van.
1958 AUSTIN J2-type van.
1957 MORRIS J2-type van.
1955 BEDFORD 7-ton diesel platform.
1953 LEYLAND normal control long-wheelbase drop-side.

IMMEDIATE DELIVERY

SUBJECT TO BEING UNSOLD THE FOLLOWING VEHICLES:—

- COMMER 3-ton petrol, sliding doors, foam white.
COMMER Cob, colour Venetian red.
COMMER 7-ton tipper, 9.00 x 20 tyres, heater, 5-speed gearbox.
LEYLAND Comet Model CS3-12R tipping chassis and cab.
LEYLAND Comet Model CS3-11R medium-wheelbase chassis and cab.
LEYLAND Comet Model CS3-2R tipping chassis and cab.

NEWCASTLE (STAFFS) MOTOR CO. LTD.

NEWCASTLE ROAD,
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STOKE-ON-TRENT.

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WALTHAM ABBEY,
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Waltham Cross 27321.

- A New BEDFORD 4-ton forward-control, drop-side truck, 200 diesel engine.
A New BEDFORD Marshall utility busette.
A New LEYLAND Super Comet, 145C/11R chassis-cab.
A New BEDFORD 7-ton forward-control 120-in.-wheelbase 300 diesel 7-cu.-yd. Telehoist tipper (choice of three).
A New SCAMMELL 12-ton, 25-ft. straight-frame semi-trailer platform.
A New BEDFORD 6-ton normal-control 120-in.-wheelbase, 2-speed axle, 6-cu.-yd drop-side tipping body, 8.25 x 20 12-ply tyres (choice of two).
A SCAMMELL 3-ton mechanical horse, excellent condition, with new 3-ton trailer, £225.
A COMMER TS3 tipper, wooden body, 9.00 x 20 tyres, £185.
A BEDFORD 2-ton hand tipper, £125.
A BEDFORD 2-ton hydraulic tipper, £165.
A BEDFORD 15-cwt. van, £235. 931-289

DINNAGES GARAGES, LTD.

MAIN FORD DEALERS,
MID-SUSSEX.

OFFER FOR SALE THE FOLLOWING:—

- BEDFORD 7-ton 7-cu.-yd. tippers, choice of two at £275.
NEW Thames Traders in stock for immediate delivery.
DINNAGES, Wivelsfield Rd., Haywards Heath, Sussex, Phone, Haywards Heath 1466-7-8. 931-172

- 1960 BEDFORD 7-ton (300) diesel long-wheelbase platform, £700.
1959 BEDFORD 7-ton (300) diesel, 20-ft. platform body, £600.
1956 BEDFORD 5-ton P6 diesel long-wheelbase truck, £175.
1955 ALBION Chieftain 7-ton (diesel), alloy body, £300.
1958 BEDFORD (C60) diesel 7-ton, 2-speed axle, alloy body £500.
E BRINGTONS, Evington, Leicester. Phone 38102-3. 931-275

CHASESIDE MOTOR CO. LTD.

GREAT CAMBRIDGE ROAD,
ENFIELD, MIDDLESEX.
FORD MAIN DEALERS.

Phone, Enfield 3456.

- £300. 1954 FORD 4D diesel long-wheelbase truck, good tyres all round.
£550. 1958 BEDFORD articulated tractor unit, with Leyland diesel engine, suitable either artic. or pole carrier, in very good order, good tyres.
£500. 1955 COMMER TS3 diesel long-wheelbase truck, in very good order, repainted, good tyres. 931-260

Used Goods Vehicles (contd.)

PARKER AND SON (AUTOMOBILES), LTD.

A.E.C. AND DODGE DISTRIBUTORS.

HEAD OFFICE:—

ST. MARY'S, BEDFORD.

Phone, Bedford 68694.

OFFER A SELECTION OF THEIR

USED STOCK.

DODGE cattle trucks on 7-ton long-wheelbase diesel chassis with 2-speed and Balco extension, good condition, choice of several, £660 each.

DODGE 1956 hydraulic tipper, P6, £300.

COMMER 15-cwt. forward-control van, 1960, heater, £400.

COMMER TS3 1956 platform lorry, 18 ft. long, reconditioned engine and new braking system, 10,000 miles ago, good tyres, £450.

COMMER TS3 platform lorries, 18 ft., good tyres, excellent condition, choice of two, 1957 at £550, 1958 at £650.

FORD 12-cwt. van, 1958, repainted, reconditioned engine, £295.

LAND ROVER, short wheelbase, petrol, 1955, five new tyres, one owner, £250.

LARGE SELECTION OF VANS AND PICK-UPS.

IMMEDIATE DELIVERY OF A.E.C., DODGE, FORD, STANDARD AND LAND ROVER COMMERCIAL VEHICLES.

OFFICIAL TECALEMIT AUTOMATIC CHASSIS

LUBRICATING FITTING STATION.

BRANCHES:—

CLAPHAM. FENSTANTON. ST. IVES.

931-416

SOUTHERN COUNTIES GARAGES, LTD.

CRAWLEY, SUSSEX.

AGENTS for Austin, Ford and Standard commercials; always in stock.

NEW Thames Trader 4-ton drop-side truck, 152-in.-wheelbase.

NEW AUSTIN 702 forward-control 7-ton chassis-cab, 120-in.-wheelbase.

May, AUSTIN 702 diesel with 7-cu.-yd. tipping body, also fitted with 9.00 x 20 tyres, cab heater and flashers, 25,000 miles, £895.

COMMER Karrier diesel 3-ton boxvan, £495. 931-268

CRAWLEY 25666 (FIVE LINES).

1956 R.M.C. 3-4-ton long-wheelbase diesel drop-side truck, 1956 Ford 4D drop-side with tilt, 4-5-ton, Trojan large-capacity van, suitable ice-cream or travelling shop, etc., 1954 Thornycroft Sturdy diesel, alloy body, £175. 1953 Guy Otter 4LK, one platform, one chassis and cab. 1959 Ford Thames 10-12-cwt. van, £245. 1959 Morris 1000 van, £225. 1956 Standard pick-up, £150. Choice of Land Rovers and cheap commercial vehicles, no reasonable offer refused. Hamilton Motors (Taunton), Ltd., East Reach, Taunton. Phone 3716 or 5279. 931-464

1957, August, BEDFORD, Leyland Comet diesel, Anthony ST7 tipping gear and 7-yd. drop-side steel body, very smart, two, each at £485.

1955 DODGE 146R6 18-ft. cube-drop-side diesel truck, good condition, £285.

UNIVERSITY COMMERCIAL LTD., 99-117 Boston Rd., Hanwell, London, W.7. Phone, Ealing 2611. 932-6483

A.E.C. 8-wheeler, 1942, chassis-cab, 9.6 engine, double drive, really excellent condition, used only by C licence operator, £200.

B articulated trailers, fitted 1,200-gal. lugged tanks, in excellent condition, used only by C licence operator.

K NIGHTS BROS., Fenstanton, Hunts. Phone, St. Ives 932-6472

1959 AUSTIN 1952 Omnivan on new tyres, newly painted, ready for work.

1958 3-ton FORD Trader drop-side truck, reconditioned throughout.

1958 AUSTIN 10-cwt. drop-side truck, in first-class order, newly painted green.

1957 BEDFORD 10-12-cwt. van, in immaculate order, choice of two.

1960 AUSTIN 15-cwt. Omnitruck, nominal mileage, painted green.

1954 AUSTIN 3-ton tipper with 4-litre B.M.C. diesel engine, well typed, clean order throughout.

CHARLES CLARK AND SONS (COMMERCIAL VEHICLE) LTD., Chester St., Shrewsbury. Phone 2051. 931-88

PERCY D. SLEEMAN, LTD.

LONDON COMMER DEALERS.

NEW IMMEDIATE DELIVERY.

7-TON COMMER 13-ft. 6-in.-wheelbase chassis-cab, 9.00 x 20 tyres, 5-speed gearboxes and air brakes.

COMMER tractor with Scammell couplings.

LEYLAND Comet, 21-ft. platform body.

1960 DODGE, Comet engine, 6-wheel tipper, 9 cu. yd.

1960 DODGE, Comet engine, long-wheelbase flat platform.

1959 ATKINSON Steer, air brakes, 6LW 5-speed box trailer model 23-ft. platform body.

1957 ATKINSON 8-wheeler 6LW, air brakes, 24-ft. platform body.

1957 ATKINSON tractor, air brakes, 6LX, 5-speed box, 28-ft. York tandem trailer.

38 UXBRIDGE ROAD.

EALING, W.S.

Ealing 7987.

931-400

Used Goods Vehicles (contd.)

COMBERHILL MOTORS, LTD.

INGS ROAD, WAKEFIELD.

(6771, 10 lines.)

IMMEDIATE delivery of 40 brand-new Morris-B.M.C. Mercedes-Benz, Commer and Atkinson 5644 4-, 6- and 8-wheel Milshaw alloy tippers for bulk coal transport.

NEW ATKINSON T1366X (Gardner 6LX) 150 b.h.p. 6-wheel double-drive tractor unit, power steering.

NEW ATKINSON T1786X (Gardner 6LX) 17-ton 8-wheel Milshaw 23-ft. alloy tipper, 40 x 8.

NEW ATKINSON T1265T (Gardner 5LW) 12-ton light-weight 6-wheeler Milshaw 18-ft. alloy tipper.

NEW ATKINSON T1265T (Gardner 5LW) 12-ton light-weight 6-wheeler, 22-ft. bodywork.

NEW ATKINSON T746X (Gardner 6LX 150 b.h.p.) 4-wheel tractor, fifth-wheel coupler.

MORRIS B.M.C. (5.1-litre) 7-ton 4-wheeler, Milshaw 15-ft. alloy tippers; choice of six.

ATKINSON T1786X (Gardner 6LX) 17-ton 8-wheel Milshaw 23-ft. alloy tipper.

ATKINSON T746XA (Gardner 6LX) 4-wheel tractor, air brakes, fifth wheel.

ALBION Caledonian (Leyland 9.8-litre) 17-ton 8-wheel Pilot 20-ft. Homalloy tipper.

ALBION Clydesdale (Leyland Comet diesel) 8-9-ton 4-wheel Milshaw 13-ft. alloy tipper.

THORNYCROFT Trusty 17-ton 8-wheel 25-ft. alloy drop-side, air brakes, 40 x 8.

ATKINSON S644LW (Gardner 4LW) 8-10-ton 4-wheel Edbro 12-ft. alloy tipper.

SK ATKINSON Model W (Gardner 4LW) 8-10-ton Milshaw 15-ft. alloy tippers.

ATKINSON T1786 (Gardner 6LW) 17-ton 8-wheel 24-ft. drop-side, mileage 40,000.

A.E.C. Mercury Mark II (7.5-litre) 8-10-ton 4-wheel 21-ft. platform, 9.00 x 20.

ALBION Reiver (Leyland Comet engine) 6-wheel 22-ft. platform, exceptional condition.

LEYLAND Octopus 6600 9.8-litre 8-wheel double-drive Pilot 22-ft. tipper.

CHOICE OF 50 HIGH QUALITY

USED FREIGHT AND TIPPERS.

COMPLETE LIST ON REQUEST.

931-479

COUNTY OAK SERVICE STATION, LTD.

VAUXHALL-BEDFORD MAIN DEALERS.

LONDON ROAD, CRAWLEY, SUSSEX.

Phone, Crawley 25475-6-7.

1960 AUSTIN 152 van, £295.

1959 BEDFORD Workobus, many extras, one owner, £170.

1959 December, BEDFORD 15-cwt. long-wheelbase van, one owner, £220.

1959 6-ton BEDFORD normal-control long-wheelbase diesel tipper, one owner, very clean vehicle, £645.

1959 FORD 15-cwt. Thames van, £285.

1959 FORD 5-cwt. van, £265.

1958, October, FORD 5-cwt. van, £240.

1957 5-ton FORD Trader 4D truck, £375.

1957 BEDFORD Workobus, £245.

1957 7-ton DODGE diesel tipper, very good condition, £575.

1954, October, 7-ton BEDFORD tipper, good condition, new tyres, one owner, £280.

1953 COMMER 8-ton tractor unit, diesel, with 22-ft. low-loading trailer, £385.

1948 AUSTIN 2-ton meat van, £150.

1947 AUSTIN meat van, £125. 931-472

G. S. OSCROFT AND CO. LTD., BEDFORD Main Dealers, Nottingham 45024. Available used vehicles:—

FORD 1956 8-ton normal-control tractor unit, B. Scammell coupling gear, Eaton 2-speed axle, petrol, £225.

FORD 1959 5-ton platform cattle container, diesel engine, low mileage, sound condition throughout, £550.

COMMER 1952 7-ton long-wheelbase tipper, underfloor petrol engine, in very good condition other than the cab front which requires attention, alternatively excellent spares vehicle having over £400 spent on replacing parts during 1960, £150. 931-141

ANDERSON AND BLAKE, Southfield Garage, Eynsham. Phone 271.

BEDFORD QL 4 x 4, unregistered, choice of several at £125.

FORD 4 x 4, late type, fitted winch, as new, unregistered, £400. 931-166

1959 FORD Trader, petrol, 4,000 miles only, fitted new horsebox body for four, Fibreglass skinned, side and rear loading, £1,400.

AUSTIN 3-, 5- and 7-ton chassis-cabs with heavy-duty equipment from stock at list price.

AUSTIN J4 pick-up, list price.

CHAMBERS ENGINEERING, Western Turville, Aylesbury, Stoke Mandeville 2282. 931-163

1958 7-ton AUSTIN long-wheelbase truck; 1958 7-ton Austin tipper, 1957 7-ton Dodge, Vincents of Yeovil, Ltd. Phone, Yeovil 2091. 931-153

OVER HALL GARAGES, LTD.

VAUXHALL AND BEDFORD DEALERS.

1960 COMMER 15-cwt. diesel van, one owner, low mileage.

1958 BEDFORD 25-cwt. van, one owner, good order.

NEW 15-cwt. BEDFORD vans.

SELECTION new and used diesel and petrol 15-cwt. vans.

OVER HALL GARAGES, LTD.

STAINES ROAD, BEDFORD, MIDD.

Ashford 5741.

931-377

Used Goods Vehicles (contd.)

PETERBOROUGH ENGINEERING CO., LTD.
 September, DODGE 3123AP tractor with 25-ft. York DW2 12-ton platform trailer, very clean and well shod, £1,350.
 1960 LEYLAND CS31R light alloy platform truck, very clean, one owner, £1,300.
 1960 LEYLAND CS41R chassis and cab, very clean, one owner, £1,150.
 1958 BEDFORD long-wheelbase, drop-side truck, one owner, clean, £525.
 1958 COMMERCIAL Unipower TS3 long-wheelbase, drop-side truck, very well shod, clean, £900.
 1957 COMMERCIAL TS3 13-ft 6-in. wheelbase platform truck, one owner, clean, £650.
 1956 DODGE 144AR6 tractor unit, fifth-wheel coupler, air-hydraulic brakes, £425.
 1956 B.M.C. 7-ton long-wheelbase drop-side truck, clean and well shod, £465.
 1956 B.M.C. 5-ton long-wheelbase drop-side truck, clean, £325.
 1956 DODGE diesel platform with 18-ft. cattle container, one owner, £525.
 1956 DODGE 106AP6 drop-side truck, £265.
 1955 A.E.C. Mercury Mk. I light alloy platform, £60.
 1948 LEYLAND Steer, 22-ft. platform, good tyres, latest type cab, £525.

36-42 EYE ROAD,

PETERBOROUGH,

Phone 66161.

931-274

RUFFORD MOTOR CO., LTD.
 COMMERCIAL VEHICLE DISTRIBUTORS AND COACHBUILDERS.—

OFFER IMMEDIATE DELIVERY OF—

NEW A.E.C. 8-wheel double-drive long-wheelbase hydraulic tipper, alloy body.
 NEW DODGE 16-ft. hydraulic tipper, twin steer, Perkins engine.
 1953 ATKINSON 8-wheel double-drive, 22-ft. hydraulic tipper, very clean.
 1953 FODEN 8-wheel double-drive 22-ft. steel-bodied tipper, reconditioned 6LW engine.
 1957 ALBION Reiver 6-wheel 20-ft. tipper.
 1958 FORD Trader tractor with 22-ft. flat trailer and 16-ft. hydraulic tipping trailer.
 1948 SCAMMELL 8-wheel Gardner tanker, 3,500 gallons, coiled and lagged with compressor discharges.
 1958 40 FORD Traders, flats and tipper, choice of eight.

ALL TYPES OF BODIES BUILT IN WOOD AND ALLOY.

HIRED-PURCHASE, LOW DEPOSIT AND PART-EXCHANGE.

MILE HILL GARAGE,

CHESTERFIELD ROAD NORTH, MANSFIELD.

Phone 2314-5.

931-468

WRAY PARK GARAGES, LTD.

MORRIS DISTRIBUTORS, REIGATE 2263 (SURREY).

NEW MORRIS-COMMERCIAL VEHICLES IN STOCK INCLUDE—

3-TON F.G. D.S.T. diesel
 30-CWT. LD05 van, diesel.
 15-CWT. J2 van
 10-12-CWT. J4 van

SECOND-HAND VEHICLES.

1955 MORRIS 14-ton van, £125
 1959 MORRIS 15-cwt. van, £295.
 1955 MORRIS 5-ton forward-control boxvan, £225
 931-371

A. E. CONNORTON, LTD.

AUTHORIZED FORD AGENTS.

NEW FORD Trader 6D, Balco extension chassis, fitted with 1,500-cu.-ft. Luton body.
 1960 Trader 7-ton, 15,000 miles, 9.00 x 20 tyres, drop-side 18-ft. body, very clean, £800.
 1960 BEDFORD 3-ton 10-cu.-yd. tipper, 300 diesel, 2-speed axle, £650.
 1955 BEDFORD long-wheelbase 7-ton, Perkins diesel, Duramin body, £225.
 1956 THORNycroft 8-ton, 20-ft. truck body, 8.25 x 20 tyres, one owner, C. licence, £275.
 1951 LEYLAND Comets, diesel, £175 each.
 1957 ATKINSON, 5LW, 4-wheeler, 20-ft. platform, 2-speed axle, £825.
 1956 ATKINSON, 6LW, 8-wheeler, 24-ft. Duramin platform, double drive, £775.
 1956 FODEN, 5LW, (twin steer), £690.
 1956 FODEN 6-wheeler, FG 6LW, double drive, Duramin body, choice of two, £375 each.
 1960 ALBION Reiver 6-wheeler, 675 engine, double drive, Duramin 24-ft. body, £1,700.
 1957 SEDDON long-wheelbase, 9.00 x 20s, £250.
 1955 BEDFORD diesel 7-ton long-wheelbase twin-ram tipper, Duramin body, £275.
 HIRE-PURCHASE arranged.

CONNORTON, 328 Brixton Rd., S.W.9. Brixton 7962. Sanderstead 1777. 931-389

Used Goods Vehicles (contd.)

NEW LEYLAND Comet tipper. Type CS3-2R. immediate delivery.
 ALBION Chieftain, Type CH3AXL (immediate delivery).
 ALBION Chieftain, Type CH3ALT (immediate delivery).
 1957 COMMERCIAL TS3 7-tonner fitted Boys 6-wheel extension drop-side body, choice of two.
 1959 (Late) COMMERCIAL TS3 and tipper, 5-speed gearbox, air brakes, 9.00 x 20 tyres.
 1956 ALBION Reiver. Comet engine, 23-ft. body.
 1959 THORNycroft 6-wheeler, power steering, drop-side body.
 1958 LEYLAND Comet with Hendrix 6-wheeler extension.
 1957 LEYLAND Comet, Boys 6-wheeler extension.
 1958 ALBION Clydesdale, Comet engine, 6-speed gearbox large-capacity boxvan body.

WARWICK MOTOR ENGINEERING CO. LTD.

STOKE GARAGE, COPELAND STREET, STOKE-ON-TRENT. Phone 47507-8.

931-436

1960 MORRIS-COMMERCIAL 3-TON FORWARD-CONTROL DIESEL PLATFORM TRUCK.

£595.

1959 THAMES TRADER 7-TON DROP-SIDE TRUCK.

£675.

1956 COMMERCIAL TC3 7-TON PLATFORM TRUCK.

£595.

FOR FULLER DETAILS OF THESE VEHICLES AND EARLY DELIVERY OF ALL

NEW AUSTIN COMMERCIAL VEHICLES.

CONTACT VINCENTS OF READING, LTD., AUSTIN DISTRIBUTORS, STATION SQUARE, READING, BERKS. Phone, Reading 54204.

931-484

1956 FORD 4D 4-ton, 15-ft. 6-in. body, good tyres, choice of two.

1953 DODGE, petrol engine, 16-ft. 6-in. body.

1955 DODGE 6-ton diesel chassis and cab.

1947 MAUDSLAY short-wheelbase tractor unit and low-load trailer

RELIANCE GARAGE (NORWICH), LTD., Heigham St., Norwich. Phone 28911-X.

931-175

VIGO MOTORS.

1956 BEDFORD 5-ton tipper, petrol.

1953 BEDFORD 5-ton tipper, petrol.

1959 BEDFORD 15-cwt. Luton

1959 BEDFORD Utilitrack, farmer's model.

1959 BEDFORD Utilitrack.

1957 BEDFORD Workabus.

1957 MORRIS Minor van.

1956 FORD 12-cwt. van.

VIGO MOTORS, Walmer Rd., W.10. Ladbroke 1651.

931-118

1956 7-ton BEDFORD fitted with trailing axle.

1956 22-ft. flat platform body.

1956 DODGE P6, fitted with flat platform.

1956 ALBION Reiver, Leyland engine, long-wheelbase fitted flat platform body.

1958 Thames Trader long-wheelbase flat.

1961 ALBION Chieftain long-wheelbase flat.

1957 Thames 4D tipper.

1956 AUSTIN 7-ton long-wheelbase flat.

RELIANCE GARAGE (BRIGHOUSE), Wakefield Rd., Brighouse, Yorks. Phone, day, Brighouse 1677; night, Bradford 78486 or 71077.

931-233

ISHERWOODS GARAGES, LTD.

DODGE AND E.R.F. DISTRIBUTORS.

1960, December, FORD Trader 6-wheeler, Edbro metal large-capacity body, fixed side and twin-end-ram rear.

1959 COMMERCIAL TS3 7-ton tipper.

1959 BEDFORD 7-ton drop-side truck, Leyland Comet engine, long wheelbase, Eaton 2-speed axle.

1959 (Registered) DENNIS 6-ton tipper (ex-Military), Dennis Max diesel engine, new wrap-round vision cab.

1958 SEDDON 7-ton drop-side tipper.

1957 BEDFORD 7-ton tipper, Leyland Comet engine, medium wheelbase, choice of two.

1956 FORD Thames 5-ton drop-side tipper, Perkins engine.

1954 FORD Thames 4D drop-side truck.

110 BUXTON ROAD,

STOCKPORT.

Phone. Stockport 5083

931-432

October 28, 1961—THE COMMERCIAL MOTOR 75 (Supplement)

Used Goods Vehicles (contd.)

PRICE'S (EARL SHILTON), LTD.

DISTRIBUTORS OF ATKINSON, SEDDON COMMERCIAL VEHICLES, YORK SEMI-TRAILERS AND THIRD AXLES.

REASONABLE DELIVERY CAN BE OFFERED.

NEW ATKINSON 6LX tractor unit, air brakes.

NEW ATKINSON 8-wheeler chassis and cab, air brakes.

NEW SEDDON 8-wheeler chassis and cab, LX engine.

EX STOCK

NEW FORD Trader 75, 160-in. wheelbase chassis and cab.

NEW AUSTIN 11-seater P.S.V. Minicouch, M.O.T. certificate.

NEW COMMERCIAL Cob van, choice of two.

1957 58-59 ATKINSON 8-wheelers Gardner 6LX and 6LW engines, 24-ft. platform and drop-side bodies, choice of six, available shortly.

1952 56 ATKINSON models L.744, fitted double and treble drop-side bodies, one C-licence owner from new, choice of three.

COMMERCIAL 1960 6-wheeler tipper, one owner.

DODGE 1960 6-wheeler tipper, one owner.

FORD 5-cwt. vans, choice several, £185.

AUSTIN 1959 A35 van, grey, heater, one owner.

DEALERS for Ford, Austin, Dodge, Commer, Karrier and Land Rover.

PRICE'S (EARL SHILTON), LTD.

NEW STREET, EARL SHILTON, LEICESTER

Phone Earl Shilton 321-2-3.

931-383

BROWNHILLS MOTOR SALES.

LEYLAND. ALBION. SCAMMELL.

1951 LEYLAND Comet, medium-wheelbase tipper.

1953 LEYLAND Comet 4-wheel flat.

1959 ALBION Reiver tipper.

BROWNHILLS MOTOR SALES.

WATLING STREET (A5), BROWNHILLS, STAFFS.

Phone. Brownhills 2525-6-7.

931-513

1960, August, B.M.C. high-sided coal tipper, £895.

Atkinson short-wheelbase tipper, £245. 1959 Bedford 7-ton truck, 300 diesel, 2-speed axle, £495.

1954 Bedford 7-ton R6 chassis and cab, £175. 1958 Bedford 6-ton, 300 diesel, flat, £450. 1958 Bedford 7-ton short-wheelbase tipper, £375. 1956-7 Bedford 7-ton flats from £150. E.R.F. 7-ton flats, Gardner and A.E.C. engines, clean to clear, A.E.C. Monarch 8-ton, £525.

1954 Ford 4D truck, £195. 1949-51 Seddon 6-ton flats from £100. Sentinel 7-ton flat, £450. 1955 (December) Thornycroft 5.6-ton coachbuilt van, £525. 1955 Albin Chieftain Homalloy flat, £450. Bedford P6 articulated flat, £195. Foden Luton van, 5LW, £450. Guy Otter Luton van, 1951, £325. Bedford Luton vans, diesel, choice of three from £225. No reasonable offer refused. H.P. part-exchanges arranged. Henry, Eason, Ltd., Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146.

931-223

HENSMANS of Brentwood 5252 offer—

1956 MORRIS diesel 3-ton drop-side truck, £235.

1951 BEDFORD 3-ton Luton van, £75.

1955 AUSTIN A55 pick-up, resprayed, £285

1959 Thames 12-seater, fawn, £410

1956 Thames 3-ton 4D boxvan, 750 cu. ft., £265.

1955 LAND ROVER, petrol, good condition, £210.

1959 BEDFORD Utilitrack, 12-seater, grey, £360

1959 AUSTIN A55 pick-up, 1,200 miles only, £500.

931-255

ATKINSON VEHICLES (SCOTLAND), LTD.

CARLISLE ROAD,

AIRDRIE 2881-2.

NEW ATKINSON 4-wheel tractor unit, 6LX, 6-speed gearbox, double helical axle.

NEW ATKINSON 8-wheel double-drive, 6LX, 6-speed gearbox, air brakes, chassis and cab, fitted Milshaw twin-ram end tipper, stabilizer and Doral sub-frame.

1959 FINE, FODEN 8-wheel, double drive, 6LX, air brakes, 10.00 x 20 tyres, 24-ft. 6-in. platform.

1958, October, FODEN 8-wheel, double drive, 6LW, air brakes, 10.00 x 20 tyres, 24-ft. 6-in. platform.

1958 FODEN 6-wheel, double drive, 6LW, 24-ft. 6-in. platform.

1958 FODEN 4-wheel, 5LW, 20-ft. platform, new cab recently fitted.

1957 ATKINSON twin-steer, 5LW, 20-ft. alloy platform.

1957 E.R.F. 4/4G, 20-ft. drop-side truck.

1957 Horizontal Gardner conversion set with clutch and gearbox for 6-wheeled Sentinel, £350.

NEW tandem Northern trailer, 27-ft. platform, 10.00 x 20 tyres, air brakes.

NORTH OF SCOTLAND REPRESENTATIVE—

MR. A. LITHGOW.

Phone, Aberdeen 41051

931-480

A43

Used Goods Vehicles (contd.)

NORMAND, L. LTD.
Byron 8006, 9912.
BEDFORD, SALES. BEDFORD SERVICE.
A Large range of new BEDFORD TKs in stock.
1955 SEDDON 7-ton long-wheelbase drop-side truck.
1956 SEDDON 3-ton boxvan.
1959 FORD Trader 4D Luton van.
1960 ALBION Claymore 1,200-cu.-ft. Luton van.
1954 DODGE 5-ton 1,000-cu.-ft. Luton, reconditioned P6 engine.
SELECTION of new and used small vans, 5-15 cwt.
NORMAND, L. LTD.
483-491 NORTHOLT ROAD,
SOUTH HARROW.
Byron 8006, 9912. 931-108

SELECTION OF
TIPPERS, FLAIS AND TRACTORS.
ALSO 10- TO 15-TON LORAIN CRANES
HACKETT'S DISPOSALS, L. LTD.
ACE OF SPADES GARAGE.
BUTLEY, NEAR MACCLESFIELD.
Phone, Prestbury 89543 931-441

ORMSKIRK MOTORS, L. LTD.
MAIN VAUXHALL-BEDFORD DEALERS.
COUNTRY ROAD.
ORMSKIRK
Phone, Ormskirk 2551-2-3. 931-427

PLAKES MOTORS, LTD., offer:—
1959 BEDFORD 7-ton long-wheelbase drop-side truck, Leyland diesel engine, overhauled and repainted, £850.
1957 BEDFORD 7-ton long-wheelbase platform truck, Leyland engine, overhauled, will repaid to purchaser's choice of colour, £575.
1955 SEDDON 7-ton platform truck, Perkins P6 overhauled, repainted royal blue and red, £660.
1959 BEDFORD 3-type normal-control 7-ton tipper, square steel body Bedford 300-cu.-in. diesel engine, £850.
A LUBON Chieftain platform truck in very good order, £250.
1958-59 BEDFORD Workbuses, choice of several from £325. All overhauled and repainted.
1959 BEDFORD CAL vans, choice of several, overhauled and ready for use, from £275.
M ANY others to choose from.

PLAKES MOTORS, LTD., Blackfriars Rd., Manchester.
2. Phone, Bla 9186. 931-211
TRADER 1958 5-ton long-wheelbase truck, reconditioned engine, £450.
1959 B.M.C. 7-ton short-wheelbase tipper, wooden body, £650.
MIDLAND VEHICLE AGENCY, 164 High St., Bordesley, Birmingham, 6. Vic 6040; evenings North-ern 8744. 931-337

SPURLING MOTORS (CITY) offer:—
1958 BEDFORD 7-ton long-wheelbase diesel truck
1953 Thames 4D 5-ton truck.
1953 AUSTIN 2-ton Luton van.
1956 BEDFORD 10-ton petrol engine tractor unit.
SPURLING MOTORS (CITY), 176-179 Shoreditch High St., London, E.1. Shoreditch 8433. 931-151

COOMBS SERVICE STATION (GUILDFORD), L. LTD.
BY-PASS ROAD, GUILDFORD.
FOR ALL
FORD TRADER INQUIRIES.
PLEASE PHONE, GUILDFORD 62962.
SPECIAL OFFER:—

5 TON MORRIS 6-cylinder truck, in good working condition, £250.
1959 7-ton 160-in. Trader truck, choice of two, £600, 6075.
1955 FORD 5-cwt. van, black, £125.
1960 5-cwt. van, grey, exceptional condition, £275.
1956 7-cwt. van, very good condition, £150.
C HOICE of other 5-cwt. FORD vans in stock.

PLEASE PHONE, GUILDFORD 62962.
A44

Used Goods Vehicles (contd.)

WHALEBONE MOTORS, L. LTD.
SEVERAL 1958 BEDFORDS, 6-7-tonners, 300 diesel engines, 20-ft. bodies from £375.
1960 BEDFORD-SCAMMELL unit, 300 engine, 2-speed axle, new 25-ft. trailer.
1956 S-type BEDFORD diesel, large capacity boxvan, fitted hydraulic tail lift.
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COOMBS SERVICE STATION, By-pass Rd., Guildford. Phone 62962. 931-352

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Michelin tyres, choice of colours.

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heater.

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COMMER 8-cwt. Express delivery van.

COMMER 7-ton 13-ft. 6-in. wheelbase forward-control

chassis-cab, T53.

AND other models for early delivery.

931-283

COB and Express delivery vans, choice of colours.

INGARFIELD'S GARAGE, LTD., 243 Brixton Rd.,

S.W.9. Bri 0911. 931-279

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DENNIS DISTRIBUTORS.

BEDS, HERTS, CAMBS, PETERBORO.

SALES, SPARES, SERVICE.

IMMEDIATE DELIVERY.

1961 Forward-control Condor diesel 8-ton long-wheel-

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New Goods Vehicles (contd.)

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AUTOMOTIVE SERVICES, LTD. DODGE distribu-

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DODGE DISTRIBUTORS.

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DODGE 9-ton 13-ft. 7-in. wheelbase chassis and cab,

equipped with A.E.C. 410 engine and other extras.

DODGE 8-ton tipper, 7-cu.-yd fixed-side wooden body,

Leyland engine, 18802 2-speed axle and other extras.

DODGE 8-ton long-wheelbase chassis and cab with

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2-speed axle.

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IF it's DODGE sales, spares and service, Mitchell's your

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THAMES Trader, all models; quotes given without

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MAIN FORD DEALERS.

THE BRENT, DARTFORD.

Phone, Dartford 20271.

291-293 ERITH ROAD,

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Phone 37288.

HAVE the following vehicles available for early delivery:

THAMES Trader articulated unit, fitted 6D engine,

Eaton 2-speed axle.

THAMES 15-cwt. diesel van, fitted heater, passenger

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THAMES 15-cwt. pick-up, passenger seat, painted ivory

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HIRE-PURCHASE FACILITIES AVAILABLE.

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WIGGS AND SONS, LTD., for FORD sales, spares

and service. 179a Peckham Park Rd., S.E.15. New

Cross 1241. 222-626

F. H. PEACOCK, L.T.D.

MAIN FORD DEALERS

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EARLY DELIVERY OF ALL VEHICLES.

SALES, SERVICE AND INSURANCE.

219-221 BALHAM HIGH ROAD, S.W.17.

Balham 1271 (10 lines). 222-816

TRADER artic., Tasker drop-side, automatic coupling

Hull Garages (Hull), Ltd., Witham, Hull. Phone,

84444. 931-2795

NEW Trader, 108-in. wheelbase, 6-cylinder diesel,

Anthony fixed-sided tipper, all-steel 7-cu.-yd. body,

White Bros. (Taunton, Ltd., Main Ford Dealers), Taunton

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New Goods Vehicles (contd.)

HUBERT DEES, LTD.

MAIN FORD DEALERS.
BRIGHTON ROAD, CROYDON.
Phone, Cro 6011.

THAMES Trader 7-ton 160-in. long-wheelbase 6D truck.
THAMES Trader 75 6D 138-in. wheelbase chassis-cab.
THAMES Trader 75 6D 160-in. wheelbase chassis-cab, 5-speed gearbox.
TRADER 7-ton 6D 108-in. wheelbase Edbro drop-side tipper, 9.00 x 20 12-ply tyres.
TRADER 5-ton 152-in. wheelbase truck.
THAMES Trader 6 x 2 160-in. wheelbase 6D chassis-cab, 9.00 x 20 tyres.
THAMES Trader 6 x 2 182-in. wheelbase 6D chassis-cab, 9.00 x 20 tyres. 931-46

NEW COMMERCIAL VEHICLES FOR IMMEDIATE DELIVERY.

THAMES Trader articulated unit, 6-cylinder diesel, Scammell coupling, heater, flashers, Michelin tyres, primer, list.
7-TON Thames Trader, 108-in. wheelbase, 6-cylinder diesel, 7 cu. yd. drop-side tipper, 9.00 x 20 12-ply tyres, heater and flashers, painted red, list.
7-TON Thames Trader, 108-in. wheelbase, 6-cylinder diesel 6 cu. yd. Edbro drop-side tipper, 9.00 x 20 12-ply tyres, primer, list.
7-TON Thames Trader, 108-in. wheelbase, 6-cylinder diesel chassis-cab, heater, flashers and 9.00 x 20 12-ply tyres, list.
30-CWT. Thames 122-in. wheelbase 4-cylinder diesel chassis-cab, primer, list.
4-TON Thames 157-in. wheelbase 4-cylinder diesel chassis-cab, heavy-duty chassis, 18 leaf rear springs, 7.50 x 20 Michelin X tyres, list.

THOMAS MOTORS, LTD., FORD MAIN DEALERS.

WHITEGATE DRIVE, BLACKPOOL.
Phone, Blackpool 63333. 931-23

W. HAROLD PERRY, LTD., STATION BRIDGE, WEALDSTONE, MIDDLESEX.

THAMES Trader 4-ton Luton van, approximately 1,150 cu. ft., doors and tailboards, low-loading well, £1,495.
TRADER 7½-ton 160-in. wheelbase 6D diesel chassis-cab.
TRADER 7-ton 160-in. wheelbase 6D diesel truck.
TRADER 5-ton 152-in. wheelbase 4-cylinder diesel truck.
TRADER 5-ton 152-in. wheelbase 4D diesel chassis-cab.
TRADER 7-ton 108-in. wheelbase diesel Anthony hoist 6-cu.-yd. drop-side tipper.
TRADER 7½-ton 138-in. wheelbase 6D diesel chassis-cab.
TRADER 4-ton 4-cylinder diesel 152-in. wheelbase low frame fitted with Luton van body.

HARROW 1031. 931-265

THAMES Trader 5-ton 6-cylinder, 152-in. wheelbase, 2-speed axle, chassis-cab.
3-TON THAMES Trader, 138-in. wheelbase, list price.
OAKTHORPE MOTOR CO., North Circular Rd., N.13, Fox Lane 0161. 931-299

GATES OF WOODFORD.

FORD MAIN DEALERS.
GATES CORNER, E.18.
Wanstead 6633.

TRADER 10-ton 6-wheel chassis, available from stock; also 7½-ton chassis-cabs, diesel, and long-wheelbase and articulated units.
TRADER 7½-ton short-wheelbase tipper with 9-cu.-yd. drop-side body, available immediately. 931-325

7-TON long-wheelbase trucks, immediate delivery.
HERWIN CANNY AND CO., LTD. Woolwich 8161. 931-334

ADLARDS MOTORS, LTD., MAIN FORD DEALERS.

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Brixton 6431 (six lines).

OFFER IMMEDIATE DELIVERY OF NEW TRADER

3-, 5-, 7- AND 7½-TON CHASSIS-CABS AND TRUCKS. EARLY DELIVERY ALL OTHER MODELS.
PLUS DAY AND NIGHT SERVICE.
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New Goods Vehicles (contd.)

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Edg 2353.

MAIN FORD dealers.

FOR immediate delivery.

FEW Trader 7-ton 6D 160-in. wheelbase truck.
FEW Trader 6 x 4 County 6D chassis-cab.
FEW Trader 6 x 2 County 18-yd. tipper.
FEW Trader 7-ton 138-in. wheelbase chassis-cab, HDE.
FEW Trader 5-ton 4D 152-in. wheelbase truck.

ALSO

NEW 5-, 7-, 10-, 12- AND 15-CWT.

THAMES VANS FOR IMMEDIATE DELIVERY.

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way Service Station, Wexford. Phone 2155. 931-386

TRADER 7-ton long-wheelbase truck, list price. Broad-

SHERWOODS GARAGES, LTD., FORD DEALERS.

COMPREHENSIVE RANGE OF NEW FORD MODELS AVAILABLE. CHASSIS-CAB, TIPPERS OR TRUCKS FROM STOCK.

1085 STOCKPORT ROAD, LEVENSHULME, MANCHESTER, 19.

Heaton Moor 5447. 931-428

THAMES Trader, all models for immediate or early delivery. Let us quote you.
COOMBS SERVICE STATION (FORD main dealers), By-pass Rd., Guildford. Phone 62962. 931-351

7-TON 6D Trader immediate delivery, Perkins Garages, Ltd. Leytonstone 3366. 931-271

RICHARDSONS (RUGELEY), LTD., WOLSELEY ROAD, RUGELEY.

Phone 451-2-3

NEW FORD Traders, trucks, tippers, delivery from stock; 50 new Ford Traders always in stock. 931-449

ARLINGTON ALMA GARAGES, LTD., FORD SALES AND SERVICE.

NEW THAMES Trader tractor chassis (diesel) for immediate delivery. Other models ex stock.

103 VICTORIA STREET, BRISTOL, 1.

Phone 27063 (five lines). 931-498

THAMES 15-cwt. pick-up with passenger seat, finished green, £505 immediate delivery of this and most other FORD Thames vehicles. Halletts of Cambridge, Union Lane, Cambridge. Phone 56227. 931-278

GUY

WIGGS AND SONS, LTD., for GUY sales, spares and service. 179a Peckham Park Rd., S.E.15. New Cross 1241. 222-627

GUY Invincible 4-wheeled 11-ft. 6-in. wheelbase chassis and cab. Gardner 61W engine, p.t.o. unit, for immediate delivery. R.T.S. (Hackney), Ltd., 21-27 Arbutus St., E.8. Clissold 5920. 222-877

K.B. MOTORS, distributors for GUY vehicles in north-eastern England. Early delivery on most models of Guy 4-, 6- and 8-wheelers. Part-exchanges welcome. Fuel pumps and injector service for all makes.
K.B. MOTORS, Benwell Lane, Newcastle. Phone 35273 (five lines). 222-927

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J. H. SPARSHATT AND SONS (SOUTHAMPTON), LTD., THE CAUSEWAY, REDBRIDGE, SOUTHAMPTON

Phone. Totton 2258.
NEW LEYLAND AND ALBION VEHICLES.

PART-EXCHANGES WELCOME. 222-718

October 28, 1961—THE COMMERCIAL MOTOR 79 (Supplement)

New Goods Vehicles (contd.)

NEW LEYLAND Comet CS3-3R, 20-ft. Duramin platform body, 6-speed gearbox, list price.
NEW LEYLAND Comet CS3-3R chassis and cab, 6-speed gearbox, list price.
WH. GATWARD, LTD., 14-17 Sandling Rd., Maidstone, Kent. Phone, Maidstone 4289. 931-83

BARTON TOWNLEY, LTD., 88 KING STREET, LANCASTER.

IMMEDIATE delivery of new LEYLAND Comet CS32R and CS2R chassis-cabs, any type of bodywork quoted for. Exchanges welcomed. Immediate delivery. 931-445

IMMEDIATE delivery LEYLAND Super Comet model 145C-14R option of Eaton 2-speed or Albion axles.
LLEYLAND Super Comet tractor unit 145C-15R.

LLEYLAND Beaver tractor unit.
ARLINGTON MOTOR CO., LTD., 25-27 Vauxhall Bridge Rd., London, S.W.1. Victoria 6033. 931-98

MERCEDES-BENZ

LAWLER MOTOR (SALES), LTD., DISTRIBUTORS OF MERCEDES-BENZ COMMERCIALS.

FINCH STREET.

DEPTFORD HIGH STREET, S.E.8.
Phone, Tideway 4441-2-3. 222-623

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MIDLAND COUNTIES DISTRIBUTORS. SPECIALIZED SERVICE BY WORKS ENGINEERS. LARGEST STOCK OF SPARES IN THE PROVINCES. DEMONSTRATIONS OF ALL MODELS.

WOLVERHAMPTON ROAD, OLDBURY, BIRMINGHAM.

Broadwell 2825. 222-838

MALONEY AND RHODES, LTD., MERCEDEN'S Distributor, 121-9 Perne Rd., Cambridge. Phone 47178. 222-892

B. AND K. THOMAS, LTD., WEST BRIDGFORD Nottingham 82121.

NOTTS. LEICS AND DERBY DISTRIBUTORS FOR MERCEDES-BENZ.

Early delivery of all models.

DEMONSTRATOR AVAILABLE. 222-928

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AUTOMOTIVE SERVICES LTD., MORRIS-COMMERCIAL dealers, sales, service and spare parts. 50a Overdale Rd., Ealing, W.5. Phone, Ealing 3652-3. 222-809

STEWART AND ARDEN LTD., LONDON DISTRIBUTORS OF MORRIS-COMMERCIAL.

MORRIS-COMMERCIAL HOUSE, QUEENSBURY ROAD, NORTH CIRCULAR ROAD, WEMBLEY, MIDDLESEX.
Alperton 2121.

AND AT

ACTON, STAINES, HARROW, GOLDERS GREEN, TOTTENHAM, DALSTON, ILFORD, SOUTHERN CATFORD, CROYDON, SUTTON. 222-897

THE CRAWLEY DOWN GARAGE, LTD., Snow Hill, near Crawley, Sussex. Cophurme 108-110.
RETAIL dealers in MORRIS-COMMERCIAL, have in stock—
ONE MORRIS LDJ5 30-cwt. van and Morris J4 immediate delivery. 931-366

SCAMMELL

HANDYMAN two articulated outfits and Routeman 8-wheel rigid chassis with light alloy platform body available, ex stock, insulated containers in suit, available at £1,750 each, plus Thermo King refrigeration if required. Let us quote you for your special needs.
SPARSHATT (METAL BODIES) LTD., Millbrook, Southampton 72596. 931-148

New Goods Vehicles (contd.)

STANDARD

PUTTOCKS, LTD.

STANDARD commercial vehicle distributors.

IMMEDIATE delivery offered:—

ATLAS Major vans, now offered at £450, and the Atlas Major pick-up, £440.

HIGH ST., Guildford, Surrey, S91P.

931-168

SEDDON

HALLS (FINCHLEY), LTD.

886-902 HIGH ROAD,

NORTH FINCHLEY, N.12.

SEDDON diesel vehicles. Full range new freighters, S tipper, tractors, with Perkins or Leyland engines for payloads 1-12 tons. Gardner and Cummins powered rigid and articulated and multi-wheelers up to maximum legal gross vehicle weights. Hire-purchase, part-exchange.

WRITE OR PHONE FOR BROCHURE.

HALLS (FINCHLEY), LTD.

PHONE, HILLSIDE 1044-9.

zzz-877

New Goods Vehicles (contd.)

COTTEE AND EDWARDS (1939), LTD., Castle Boulevard, Nottingham. Phone 46674. Distributors for Nottinghamshire. Full range of spares available. Service and sales. zzz-928

TROJAN

A. SMITH (GARAGES), LTD., Blackburn Rd., Bolton. Phone, Bolton 8957. Area dealers for TROJAN and Lambretta commercials. Scottish representative Andrew H. Smith, Phone, Darvel 461.

zzz-613

NEW TROJAN 20-cwt. and 25-cwt. vans, personnel wagon and rural bus; full range of spares and first-class service from:—

WILLIAMS MOTOR CO. (MANCHESTER), LTD., Trafford St., Manchester, 3. Phone, Deansgate 8781-5 for all information.

GUILDFOUR AUTO SERVICES, LTD., Woodbridge Rd., Guildford 4038. Main dealers, sales and service. 931-775

VOLKSWAGEN

FOR your VOLKSWAGEN—see the VW Centre at Ripley, distributors for all Volkswagen vehicles. The first in the U.K. to specialize exclusively in the sales and service of Volkswagens. A full range of spare parts always available. Colborne Garage, Ltd., The Volkswagen Centre, Ripley, Surrey. Phone, Ripley 2361.

zzz-801

BERKS, Oxon. For the first time, early deliveries of 9 vans, pick-ups. Full service, spares facilities. Royal Berks Motor Co., Thorn St., Reading 51326. zzz-621

New Goods Vehicles (contd.)

EUROPEAN CARS, LTD., distributors for London and Middlesex. Early delivery Kombi, Microbus, vans, pick-ups. 129 Old Brompton Rd., S.W.7. Fremantle 7711. zzz-919

UNCLASSIFIED

ATKINSON 8-wheel tipper, fitted with alloy body.

LEYLAND Super Comet, fitted with 22-ft. flat platform body.

LEYLAND Super Comet chassis-cab.

ALBION Reiver long-wheelbase chassis-cab.

LEYLAND Octopus chassis-cab.

A.E.C. Mercury Mk. II chassis-cab.

7-TON BEDFORD TK model chassis-cab.

ALBION Chieftain CH3ALT chassis-cab.

RELIANCE GARAGE (BRIGHOUSE), Wakefield Rd., Brighouse, Yorks. Phone, day, Brighouse 1877; night, Bradford 78486 or 71077. 931-234

ALBION, new Chieftain and double-drive Reiver models, ex-stock.

LEYLAND, new CS3-3R chassis and cab, ex-stock.

PETERBOROUGH ENGINEERING CO., LTD., 36 Eye Rd., Peterborough. Phone 66161. 931-272

PASSENGER VEHICLES FOR SALE AND WANTED

USED PASSENGER VEHICLES

A.E.C.

1951 A.E.C. Regal Mk. IV Burlington Seagull 41-seater, certified November 30, 1961, £1850. J. J. Turton, Ltd., Bell Lane, Ackworth, nr. Pontefract, Yorks. 931-x7994

TWO 1961 A.E.C. Reliance 41-seater coaches, Duple bodies, radios and heaters, low mileage. Apply Muirhall Garage, Salisbury, By Motherwell. Phone, Salisbury 207. 934-6493

A.E.C. Single-deck bus, ex-Sheffield Corporation, £150.

PEAK STREET GARAGE, 17 Pearl St., Sheffield. Phone 29139. 99529.

1952 Registered A.E.C. 7.7, fitted 35-seater full-front Eastern Counties luxury coach body, heaters, quarter lights, very good condition, 4-year certificate of fitness. Wesley's Coach Services, Stoke Goldington, North Bucks. Phone 226. 931-481

AUSTIN

P.S.V. 5 in stock, including new AUSTIN 152 Kencococh, £850. Also the new J4 12-seater Kencococh.

FOLKESTONE MOTOR CO., LTD., Folkestone 2244. 931-447

AUSTIN, 1959 (June), Omnicoch, 12-seater P.S.V., cream-blue, one owner, certificate to 1966. Price £485. H.P. terms.

ANCHOR MOTORS, Victoria Rd., Chester 22622. 931-43

BEDFORD

1950 BEDFORD 14 20-seater, red and cream, certificate of fitness 1961, immaculate condition, £495. Davies Bros (Pencader), Ltd., Blossom Garage, Pencader, South Wales. Phone 209. 931-6481

1959 BEDFORDS, petrol, Duples, 41, choice of two, from £2,350, excellent condition. Camping's, 41 Ship St., Brighton 65493. 931-62

SILVER LINE MOTORS,

VAUXHALL AND BEDFORD MAIN DEALERS.

SEASONAL REDUCTIONS.

1957 BEDFORD 41-seater Duple Super Vega, exterior finished cream and red, interior trimmed red, coach in really first-class condition, certificate of fitness 1964.

1957 BEDFORD 41-seater Duple Super Vega, exterior maroon and grey with red interior trimming, certificate of fitness 1964.

1956 BEDFORD 41-seater Duple Super Vega, exterior silver and blue with red interior trimming, very sound vehicle recertified to 1966.

1952 BEDFORD 35-seater Vega, exterior finished blue and grey, clean, smart-looking coach, fitted radio and heater, certificate of fitness 1962.

ALL vehicles have received thorough check-over and repairs as necessary and are offered for sale in first-class condition.

SILVER LINE MOTORS,

BESSEMER ROAD,

WELWYN GARDEN CITY, HERTS.

Phone, Welwyn Garden 24132. 931-363

BEDFORD Utilibus, 12-seater P.S.V., grey, first registered 23.1.59, one owner, in excellent condition, certificate to January 1966, price £475. H.P. terms.

ANCHOR MOTORS, Victoria Rd., Chester 22622. 931-44

Used Passenger Vehicles (contd.)

1957 SB3 BEDFORD Duple 41-seater luxury coach, certificate of fitness to 1964 and finished in red and cream exterior colours with red interior upholstery, etc., heater, wheel trims, public address and radios, excellent order throughout, only £2,295 o.n.o.

1952 BEDFORD 33-35-seater Duple, blue exterior, red interior, very clean and useful vehicle, certificate of fitness to 1962, best offer secures. THESE vehicles must be sold.

LAMBERTS OF KINGSTON, LTD., 140a London Rd., Kingston-upon-Thames, Surrey. Phone, Kingston 7760 (20 lines) or, after hours, Molesey 6949. 931-50

V. C. COLEMAN,

166 MAIN ROAD,

SUNDERDUN, KENT.

Braisted 291.

1948 BEDFORD Vista, excellent condition, £125 or near offer, no certificate of fitness. 931-395

BEDFORD, 1954, 36-seater full-luxury Plaxton body, quarter and roof lights, wheel discs, etc., maintained as new, certificate of fitness 1964, £1,550 or offer. Worth more. Would take good Vista in part. B.T.D.S. Coaches, phone Nottingham 271151. 932-x8119

1953 BEDFORD Vega, certificate of fitness 31.1.63, good condition, surplus to requirements. Best offer accepted. Kingsway Coaches, Langley Park, Durham. 931-x8077

1961 BEDFORD, petrol, 8 ft., 41 seats, Plaxton radio and public address, 17 quarter lights, gangway armrests, power steering, heaters, three 3-way lift-up lights, Michelin X, discs, extras, £375, certificate of fitness 1968, body light blue and silver, interior blue and beige, mileage 15,000, very low job, cost £4,275.

MALLINSON'S MOTOR TOURS, Ellerslie Square, Windermere. Phone 161, 484 or 321. 931-417

TOM BYATT (STOKE), LTD.,

VAUXHALL AND BEDFORD MAIN DEALERS.

1960 BEDFORD, petrol, 8-ft. Duple Super Vega coach, exterior green and grey, in first class condition, one owner, certificate of fitness 1967, choice of two, £2,950.

TOM BYATT (STOKE), LTD.,

VICTORIA ROAD,

FENTON, STOKE-ON-TRENT.

STAFFORDSHIRE.

Phone, Stoke-on-Trent 48581 (eight lines). 931-446

1954-5 BEDFORD Super Vega 35-seater observation saloons, petrol, just released from public group, certificates of fitness 1964 (October), immaculate condition, intercom, fitted, £1,200; choice of two. Apply Frating Works, Frating, near Colchester, Essex. Great Bentley 230. 931-456

1952 BEDFORD Vega 33-seater, good condition throughout, certified 1964, £650.

WIFFEN'S COACHES, Finchamfield, Essex. Great Bardfield 243. 931-259

BEDFORD 33-seater Duple coach, four-year certificate, very nice condition, reasonable offer. Albert, 40 Carlisle Lane, London, S.E.1. 931-514

1961 BEDFORD 41-seater Duple diesel, £3,450.

1959 BEDFORD 41-seater Plaxton diesel, £2,950.

1959 BEDFORD 29-seater Duple Vista, £1,850.

CONWAY HUNT, LTD., Brox Rd., Ottershaw, Phone, Ottershaw 461, day and night. 931-323

Used Passenger Vehicles (contd.)

Bedford Wanted

1960 Or 1961 BEDFORD, diesel, 41 Duple or Plaxton; state lowest cash or cash adjustment for 1959 Bedford 41 SB3. Box CM2810, care of "The Commercial Motor." 931-81

COMMER

1952 COMMER Avenger, Plaxton, reclining seats, radio, microphone, heaters, 2-speed axle, used only private hire and extended tours, exceptionally clean and in good condition. North Dorset Motor Services, Wincanton, Somerset. Phone 2325. 931-x8076

DON EVERALL (COMMERCIAL VEHICLES),

LTD.,

1960 COMMER TS3 41-seater Duple coaches, modified suspension, air brakes, heaters, etc., 40,000 miles only, available early October, can be painted to your instructions and delivered for £3,300 each; choice of 10.

1959 COMMER TS3 41-seater Duple coaches, modified suspension, air brakes, heaters, etc., choice of three, £2,900 each.

1958 COMMER TS3 41-seater Duple and Plaxton coaches, ex our own fleet, choice of 10, overhauled and painted to your instructions, £2,600 each.

1957 COMMER Beadle, fitted A.E.C. 5-speed gear-boxes, 41-seater coaches, choice of front and centre entrances only a few of these very exceptional coaches left in stock, £2,600 each.

1956 COMMER Beadle 41-seater coaches, as above, overhauled and recertified 1966, £2,200.

1956 COMMER TS3 41-seater Plaxton coach, glass roof quarters, Formica panels, heaters, etc., painted to your instructions, £2,200.

1956 COMMER TS3 41-seater Duple coaches, fitted heaters, etc., choice of overdrive of 2-speed axles, certified 1966, £2,000 each.

DON EVERALL (COMMERCIAL VEHICLES),

LTD.,

34 CLEVELAND ROAD,

WOLVERHAMPTON 27081.

NIGHTS AND WEEK-ENDS 32347 AND 22293. 931-91

1956 COMMER TS3, 41-seater Duple, new engine, 5-year certificate, £2,350.

CONWAY HUNT, LTD., Brox Rd., Ottershaw, Phone, Ottershaw 461, day and night. 931-324

DAIMLER

BIRD'S COMMERCIAL MOTORS, LTD.,

BIRMINGHAM ROAD,

STRATFORD-ON-AVON.

Phone 3222-3-4 and 2136.

Grams, "Quicksale."

USED PASSENGER VEHICLES.

DAIMLER doubledeck buses, fitted with 5-cylinder Gardner engines, recently reconditioned throughout, mechanical perfect, the bodies being in first-class order, two-year certificate of fitness, ready for service. 931-134

FORD THAMES

1961 July, FORD Thames 41-seater Duple, mileage 5,000, unmarked, ivory exterior, red check interior, heaters, Formica panels, owners must sell, best offer, please. Box CM3110, care of "The Commercial Motor." 931-x8040

Used Passenger Vehicles (contd.)

1960 THAMES Duplex 41-seater, 7 ft. 6 in. wide, ivory with red flash, front extras, £3,150.
Hire-pur name
A. SPRINGALL LTD., Plumstead Common, S.E.18
Woolwich 5313.

LEYLAND

LEYLAND PS1 7.4-litre 31-seater service bus, full-fronted, in excellent condition, price £255 ex works.
FOUR LEYLAND Tiger 1952 coaches, underfloor engine, 19 seats, in good condition, price £905 each, ex works.
HAULGO, LTD., West St., Havant, Hants. Phone 931-16

PS1, 1950, special body by Harrington extended to provide 35 full luxury seats, certificate of fitness 1965. Grosvenor Coaches, Enfield 1089. 931-420

FOR SALE - OCTOBER.

1955 LEYLAND Worldmaster, fitted 600 engine, maroon upholstery, exterior maroon and grey, in perfect condition, certificate of fitness 1965 (choice of two).
1956 LEYLAND Cub, fitted 475 engine, Duplex 37-seater body, maroon upholstery, exterior maroon and grey, in perfect condition, certificate of fitness 1966 (choice of two).
DUE to replacements we have for sale these vehicles.
THEY are in absolutely first-class condition and have been operated and maintained by ourselves since new.

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NEW Plaxton Embassy 41-seater, fitted heaters, radio, etc., interior red and blue moquette, finished in cream.
NEW Duplex Yeoman 41-seater, fitted Perpac quarters, Formica side panels in walnut, heaters, radio and public address, interior red moquette, exterior cream and red.

1958 COMMER TS3, Eaton 2-speed axle, 41-seater full-luxury Plaxton body, fitted with radio and heater, interior red moquette, exterior cream and grey, in excellent condition throughout, certificate of fitness 1965.

1956 BEDFORD, Plaxton 41-seater full-luxury body, fitted with heaters, glass roof quarters, lift-up roof vents and many other extras, in immaculate condition throughout, certificate of fitness 1966.

1956 BLIDE body, fitted with heaters, Formica side panels, interior red moquette, exterior red and blue, certificate of fitness 1966.

1956 COMMER TS3 41-seater, full-luxury Duplex body fitted with Perspac quarters, twin heaters, in good clean condition throughout, certificate of fitness 1966, choice of two.

1955 COMMER TS3, 41-seater, full-luxury Duplex body, fitted with heaters, Formica side panels, interior red moquette, exterior red and blue, in immaculate condition throughout, certificate of fitness 1965, choice of two.

1955 BEDFORD Vega 38-seater, full-luxury Duplex body, fitted with heater, in good clean condition throughout, certificate of fitness 1966.

1952 BEDFORD Super Vega, 37-seater full-luxury Duplex body, fitted with heaters, interior red moquette, good clean condition throughout, certificate of fitness 1962.

1952 A.E.C., 9.6 oil engine, 39-seater full-luxury body, fitted with heaters, in good clean condition throughout, certificate of fitness 1962.

1952 BEDFORD Vega 33-seater, full-luxury Duplex body, fitted with heater, in good clean condition throughout, certificate of fitness 1964.

1952 COMMER Avenger 33-seater, full-luxury Plaxton body fitted with Eaton 2-speed axle, radio and heater, in good condition throughout, certificate of fitness 1962.

1951 BEDFORD Vega, 7 ft. 6 in. wide, 33-seater full-luxury Duplex body, fitted with heater, in good clean condition throughout, now ready for recertification.

1950 BEDFORD Vista, 29-seater full-luxury Duplex body, fitted with heaters, in good clean condition throughout, certificate of fitness 1964.

SEVERAL coaches suitable for workmen and mobile canteens, at very reasonable prices.

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NEW FORD Thames 6D Burlingham Seagull 41-seater luxury coach, cream exterior and red interior.

1961, 41-seater de luxe, cream exterior, red interior, Formica panelling, public address, 2-speed axle and modified brakes, mileage 13,500, registration number 993 UTC, certificate of fitness 31.5.68.

1961, May, FORD Thames 6D Duplex Yeoman 41-seater de luxe, cream exterior, red interior, Formica panelling, public address, quarter lights, 2-speed axle and modified brakes, mileage 16,900, registration number YUS 715, certificate of fitness 12.1.66.

1961, May, FORD Thames 6D Duplex Yeoman 41-seater de luxe, cream exterior, red interior, Formica panelling, public address, 2-speed axle and modified brakes, mileage 17,200, registration number 991 UTC, certificate of fitness May, 1968.

1960, 41-seater de luxe coachwork, duo grey exterior, red interior, 2-speed axle, heater and etc., registration number YUS 715, certificate of fitness 12.1.66.

1961, May, BEDFORD 300 diesel Plaxton luxury 41-seater, cream exterior, red interior, heater, public address, mileage low, registration number 37 UTD, certificate of fitness May, 1968.

1961, May, BEDFORD 300 diesel Plaxton de luxe 41-seater coachwork, in cream exterior and red interior, heater, public address, mileage low, registration number 38 UTD, certificate of fitness May, 1968.

1961, May, BEDFORD 300 diesel Plaxton luxury 41-seater, cream exterior, red interior, heater, public address, mileage low, registration number 39 UTD, certificate of fitness 18.5.1968.

1961, May, BEDFORD 300 diesel Plaxton de luxe 41-seater coachwork, in cream exterior and red interior, heater and public address, mileage low, registration number 40 UTD, certificate of fitness 10.5.1968.

1959, 41-seater luxury coachwork, cream exterior, red interior, heater and public address, registration number 604 JTD, certificate of fitness 18.6.1966.

1959, 41-seater de luxe coachwork, cream exterior, red interior, heater and public address, registration number 654 JTD, certificate of fitness 17.6.1966.

1959, June, BEDFORD, petrol, Duplex Super Vega 41-seater luxury coachwork, cream exterior, red interior, heater, public address, registration number 655 JTD, certificate of fitness 18.6.1966.

1959, April, BEDFORD, petrol, Duplex Super Vega 37-seater de luxe coach, Formica panelling, K-type mouldings, quarter lights, radio and public address, heater, wheel discs, immaculate condition, registration number 521 GVT, certificate of fitness 6.3.1966.

1959, March, BEDFORD, petrol, Duplex Super Vega 41-seater saloon, cream and blue exterior, red interior, radio, public address, heater and etc., registration number 608 BDH, certificate of fitness 1965.

1958 COMMER TS3 diesel Duplex de luxe, 41-seater, cream and red exterior, red interior, radio, public address and etc., registration number 608 BDH, certificate of fitness 1965.

1958 BEDFORD diesel 29-seater Duplex luxury coach, registration number ESY 89, certificate of fitness 1965.

1955 BEDFORD Perkins R6, Duplex 36-seater luxury coach, cream and red, good order, registration number GSD 241, certificate of fitness 1.7.1965.

1951 LEYLAND PS2 Burlingham full-front 33-seater.

1948 LEYLAND PD1 high bridge 56-seater M.C.W. coachwork, certificate of fitness 1962. Choice of three.

1948 A.E.C. 7.7 Burlingham 36-seater buses. Choice of two. Certificate of fitness 1963.

1948 9 LEYLAND PS1 Burlingham 31-33-seaters, 7.4 engines, certificates of fitness. Choice of six.

1946 LEYLAND PD1 with M.C.W. 56-seater coachwork. Choice of six.

1946 A.E.C. 7.7 Northern Counties, 53-seater, low bridge, certificate of fitness 1963.

1946 GUY Arab Gardner, SLW unit, Eastern Counties 53-seater coachwork, certified.

LEYLAND TD4 and 5 with 1949 Alexander all-metal frame 33-seater low bridge double-deck buses. Choice of 10.

LEYLAND TS7 7.4 engines with 1949 Burlingham 35-seater coaches.

1936 LEYLAND TS7. Fitted 1950 Duplex 8-ft-wide 31-seater bodies.

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1961 BEDFORD diesel 41-seater Duplex, registered July 1, 1961, red interior, certificate of fitness, £3,200.

1959 BEDFORD petrol 41-seater Burlingham, grey and red interior, certificate of fitness 1966, £2,350.

1958 BEDFORD petrol 41-seater Duplex, grey and red interior, certificate of fitness 1965, £2,200.

1955 COMMER TS2 29-seater Duplex, autumn first interior, certificate of fitness 1965, £1,700.

1947 BEDFORD Vista 29-seaters, in good running order, £150.

ALL the above vehicles are fitted with heaters and many other extras; exterior colours are finished in two shades of blue. 931-6492

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(Supplement)

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1948 A.E.C. low-bridge and high-bridge 53-56-seater double-deckers, with Metcam and Eastern Coachwork all-metal bodies, some fitted 1953 bodies, leather upholstery, fitted A.E.C. 7.7 late series low-mileage diesel engines, certificate of fitness 1963-62, choice of 10, price £200.

GUY double-deckers, fitted 1953 Charles Roe 53-56-seater metalized top deck and Eastern Coachwork all-metal thin-wall high-bridge and low-bridge bodies, chrome half sliding windows, etc., with late series low-mileage SLW Gardner engines (under 10,000 miles), used by company operating coastal services for seasonal use only, some remounted last year, in super mechanical and body condition, certificate of fitness 1963-62, choice of 10, price £200.

1950-48 BRISTOL 53-55-seater Metcam and Eastern Coachwork all-metal high-bridge and low-bridge bodies, half sliding windows, fitted late series low-mileage SLW Gardner engines (under 10,000 miles), used by company operating coastal services for seasonal use only, some remounted last year, in super mechanical and body condition, certificate of fitness 1963-62, choice of 10, price £200.

1948-46 BRISTOL 56-seater Metcam all-metal bodies, fitted A.E.C. 7.7 diesel units, in super mechanical and body condition, certificate of fitness 1963-65, price £450-£500.

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1951-52 A.E.C. Mk. IV underfloor-engined full luxury coach with Burlingham 41-seater full coach (tinental touring luxury coach body, radio, etc., very low mileage, brakes done at A.E.C. works, in super mechanical and body condition, just recertified to 1966, price £1,250.

1954 A.E.C. Mk. IV underfloor-engined full luxury coach with Burlingham Seagull 37-seater full Continental, touring luxury coach body, crash box reclining seats, courier seat, radio, microphone, etc., very low mileage engine, brakes done by A.E.C. works, in super mechanical and body condition, certificate of fitness 1964, price £2,000 or near offer.

1953 DAIMLER Freeline Roadmaster, with super fully fitted 35-37-seater Bellhouse Hartwell and Burlingham Seagull bodies, adjustable reclining Continental seating, courier seat, radio, microphone, just repainted blue and cream, certificate of fitness 1964, choice of two, price £1,250.

1952 LEYLAND Beadles, first registered June, 1952, with Beadie all-metal 35-seater Continental full luxury bodies, special high-backed luxury seating, etc., in immaculate mechanical and body condition, certificate of fitness 1.6.65, just into stock, three only, price £750.

1950-49 A.E.C. Regal Mk. III with 31-seater Plaxton, Duplex and Harrington full luxury coach bodies, seasonal use only 9.6 diesel units, in super mechanical and body condition, certificate of fitness end of 1963, price £400-£450.

1947-48 LEYLAND PS1 fitted 1954 full-front 35-seater, Burlingham body, low-mileage late series PSI engine, in immaculate mechanical and body condition, certificate of fitness 1964, choice of two, price £500.

1948 Beadie 31-35-36-seater thin-wall all-metal bodies, fitted low-mileage late-series SLW Gardner and Bristol A.V. engines, in immaculate mechanical and body condition, certificate of fitness 1963-61, choice of eight, price £300-£350.

LATE-MODEL A.E.C.s fitted 1954 fully fronted 35-seater Duplex luxury coach bodies, no bulkhead, late-series low-mileage A.E.C. 7.7 diesel units, from large operator in coastal resort, seasonal use only, certificate of fitness, choice of two, price £800.

1952 33-seater BEDFORD Vegas, with fully fronted Duplex bodies, no bulkhead, low-mileage petrol engines, from large operator in coastal resort, seasonal use only, certificate of fitness 1962, in process of being recertified and will receive four- to five-year certificate of fitness, choice of four, price £750.

1953 35-seater BEDFORD Vegas, with fully fronted Duplex bodies, no bulkhead, low-mileage petrol engines, in immaculate mechanical and body condition, from large operator in coastal resort, seasonal use only, certificate of fitness 1963, choice of two, price £650.

1954 LEYLAND Beadles (first registered in February, 1954), with Beadie all-metal 26-seater Continental full-luxury bodies, special high-backed seating, no bulkhead, no bulkhead, in immaculate mechanical and body condition, certificate of fitness 1964, choice of four, price £700-£650.

1949-48 A.E.C. Regals, 33-seater luxury coaches, fitted A.E.C. 7.7 diesel units, in first-class mechanical and body condition, certificate of fitness 1964-63, choice of four, price £400-£450.

1949-48 A.E.C. Regals with Harrington 32-seater coach bodies, high-backed coach seating, fitted A.E.C. 7.7 units, certificate of fitness 1963, choice of 15, price £350-£400.

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1951 52, choice of two BEDFORD Vega 35-seaters, both certified, from £945.
1951 BEDFORD 35-seater Duple, much above average, extras, certificate of fitness 1966, £1,175.
1950 COMMER 30-seater Harrington, a very attractive vehicle, certificate of fitness 1962, £1,325.
1950 COMMER Plaxton 33-seater, full front, extras, £395.
1949 53 A.E.C. full-front 35-seater, excellent condition, certificate of fitness 1962, £495.

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1952 BEDFORD 33-seater Duple, 7 ft. 6 in., quarter lights fitted, heater, radio and speech amplification, certificate of fitness 1962, fitted new engine 1960.
1953 BEDFORD 37-seater, fitted heater, radio and speech amplification, certificate of fitness May, 1963 new engine fitted 1960.
1954 BEDFORD Duple 36-seater, Perkins R6, Fennice sides, certificate of fitness 1964.
1954 BEDFORD Duple 36-seater.
1959 BEDFORD diesel 41-seater Duple, certificate of fitness 1965, new diesel engine fitted July, 1961, radio and speech amplification, walnut casings.
1960 Thames Burlingtonham 41-seater, red and cream, new engine conversion completed, manually operated door rear.
1960 (1961 model) FORD Thames Duple, engine conversion just completed, fitted Hydovac, radio and speech amplification, quarter lights, two heaters, Eaton 2-speed rear axle.
1961 (1962 models) FORD Thames Duple, new conversions fitted, choice of three, for immediate delivery at 1961 prices.
1954 COMMER TS3 41-seater Duple, certificate of fitness 1964, Eaton 2-speed axle, bargain, £1,500.
1954 SEDDON, R6, Eaton 2-speed axle, 41-seater Duple Elizabethan, two heaters, certificate of fitness 1964, bargain at £1,600.
NEW 1962 FORD Thames with Harrington, Plaxton, Duple, Burlingtonham or Garratt bodies. Order now for your own specifications and assured deliveries for 1962 season.

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1959 BEDFORD Duple 41-seater diesel, certificate of fitness 1966, black-red-cream, choice of two.
1958 BEDFORD Duple 41-seater petrol, certificate of fitness 1965, cream, choice of two.
1957 BEDFORD Plaxton 38-seater petrol, certificate of fitness 1965, blue-grey.
1956 BEDFORD Plaxton 41-seater petrol, certificate of fitness 1966, cream-blue.
1955 BEDFORD Plaxton 36-seater petrol, certificate of fitness 1965, blue-grey.
1955 BEDFORD Duple 36-seater, R6 diesel, certificate of fitness 1965, black.
1955 BEDFORD Duple 36-seater petrol, certificate of fitness 1965, blue-cream.
1954 BEDFORD Duple 36-seater, R6 diesel, certificate of fitness 1964, blue-cream.
1954 BEDFORD Duple 36-seater, R6 diesel, certificate of fitness 1964, 2-tone blue.
1953 BEDFORD Burlingtonham 35-seater Leyland diesel, certificate of fitness 1963, cream-blue.
1952 BEDFORD Duple 35-seater petrol, certificate of fitness 1963, red.
1952 BEDFORD Duple 33-seater petrol, certificate of fitness 1962, maroon-cream.
1952 BEDFORD Plaxton 33-seater petrol, certificate of fitness 1962, orange-cream.
1955 COMMER Duple 41-seater diesel, certificate of fitness 1965, maroon-cream.
1955 COMMER Plaxton 41-seater diesel, certificate of fitness 1965, maroon-cream.
1954 COMMER Plaxton 39-seater diesel, certificate of fitness 1963, grey-ivory.
1950 COMMER Plaxton 33-seater petrol, certificate of fitness 1961, blue-grey.
1950 COMMER Plaxton 33-seater petrol, certificate of fitness 1962, maroon-ivory.
1955 LEYLAND Duple 36-seater diesel, certificate of fitness 1965, red-cream.
1951 LEYLAND Royal Tiger Windover 38-seater diesel, certificate of fitness 1964, blue-cream.
1950 LEYLAND Harrington 37-seater diesel, certificate of fitness 1963, blue.
1953 A.E.C. Plaxton 35-seater diesel, certificate of fitness 1963, green-ivory.
1951 A.E.C. Yeates 41-seater diesel, being recertified, red-grey.
1954 SEDDON Duple 41-seater diesel, certificate of fitness 1963, grey-black.
1957 AUSTIN 12-seater petrol, certificate of fitness 1963, red-cream.

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1952 AUSTIN 30-seater petrol, certificate of fitness 1962, brown-cream.
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1955 A.E.C. Reliance Burlingtonham 37 seater.

1955 BEDFORD Burlingtonham 36-seater, radio and heaters, certified 1965, £1,325.

1953 BEDFORD Duple Super Vega 35 seater, certified 1963, £1,200.

1952 DENNIS Lancel Yeates full-fronted body, 37 seater, certified 1962, £600.

1951 LEYLAND Royal Tiger, Burlingtonham 39 seater, £360.

1949-50 BEDFORD Duple 29 seater, certified 1963, £260.

1947 LEYLAND PSI Burlingtonham 33 seater, certified 1962, £250.

LEYLAND PSI engine and gearbox, Harrington full-fronted 35 seater, certified 1963, £150.

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WE are now taking orders for 1962 model coaches, delivery from September onwards. Duple, Plaxton, Burlingtonham 41-seater bodies on new Bedford petrol- and diesel-engined chassis, 2-speed axle optional. Also Bedford 39-seater models.

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1959 Model (registered October, 1958), BEDFORD diesel Super Vega 41-seater, Duple, red interior, £3,050.

1959 BEDFORD Super Vega, petrol, Duple 41-seater, slaw roof, quarters, heaters, really clean coaches, choice of two, £2,975.

1959 BEDFORD Super Vega, petrol, Duple 41-seater, many extras used only on high-class touring work, green interior, grey-green, cream exterior, immaculate, certificate of fitness 1966, choice of two, £2,950.

1959 BEDFORD Plaxton C-type diesel 41-seater, automatic lubrication, glass roof, quarters, red, black interior, light and dark green exterior, used on touring only, very clean, certificate of fitness 1966, £3,150.

1958 BEDFORD petrol, 41-seater Duple Super Vega body, red interior, very clean, £2,475.

1957 BEDFORD, fitted new Bedford 300-cu-in. diesel engine, Duple 41-seater Super Vega body, red interior, £2,850.

1957 BEDFORD petrol, 37-seater, blue interior, blue and grey exterior, one owner only, above average condition, £2,400.

1956 BEDFORD, petrol engine, Duple 41-seater, red interior, one owner, very clean, used seasonal work only, red-cream exterior, certificate of fitness May, 1966, choice of three, from £3,975.

1955 DAIMLER Freeline, Duple Elizabethan 41-seater, red interior, maroon exterior, ex-Show model, certificate of fitness May, 1965, £2,500.

1954 BEDFORD Yeates 36-seater, red interior, cream-red exterior, one owner, certificate of fitness 1964, £1,650.

1952 DENNIS J10A chassis, full-fronted Strachan body, 37-seater, green interior, certificate of fitness 1962, £250.

1952 BEDFORD Duple Super Vega 37-seater, corner seat, red interior, brown-yellow exterior, certificate of fitness June, 1962, £975.

1951 DENNIS Falcon 35-seater Plaxton body, 5½-litre, 2-speed axle, red interior, £675.

1950 AUSTIN 32-seater Kenex full-front body, red interior, certificate of fitness 1965, £295.

WE specialize in speedy crash repairs, all trimming, painting, signwriting, steam cleaning and body-building can be carried out at our modern premises. We can normally hire you a coach while your vehicle is being repaired. Our representative will be delighted to call on you to discuss your requirements without obligation.

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1952 Super SENTINEL, full-luxury coach, underfloor engine, full air brakes, 33 ft. long, left-hand drive, ideal for export, excellent tyres, the whole vehicle unmarked throughout, £750.

1959 BEDFORD petrol 41-seater Duple luxury coach, in almost new condition, £2,250.

1953 A.E.C. Mark IV underfloor engine, 41-seater, full-luxury Duples, a very lovely fleet of vehicles, £1,250 each.

1950 A.E.C. 33-seater dual-purpose coaches, all unmarked, certified 1965, £450 each.

1949 LEYLAND OPSI 35-seater buses, all in excellent order and ready for service, £275 each.

1949 GUY single-deck 39-seater service buses, fitted Gardner SLW diesels, all certified 1962-63-64, price £295 each.

BRISTOL Super 35-seater service buses, 5½W Gardner engines and 5-speed gearboxes, Burlingtonham bodies and seats in almost new condition, certified 1962 and 1963, £320 each, choice of 10.

1949 A.E.C. Mark III 34-seater service buses, all with 9.6 engines, full air brakes and crash-type gearboxes, very lovely order and condition, all certified, £340 each.

1949 A.E.C. high- and low-bridge double-deckers, all fitted with 9.6 engines and full air brakes, good clean, sound, serviceable machines, with all-metal bodies, £150 each, choice of 12.

GUY low-bridge 53-seater double-deckers, all with Gardner SLW engines and 1952 bodies, exceptionally clean, sound machines, £295 each, choice of eight.

LEYLAND high- and low-bridge double-deckers, all first-class machines, with very good sound, modern bodies, choice of 15, certified late 1962, £295 each.

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PASSENGER TRANSPORT SPECIALISTS.
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- NEW BEDFORD** diesel, 5-speed box, 41-seater Burlington coach, immediate delivery special price to clear.
- 1959 BEDFORD** petrol 41-seater Duple Super Vega coach, red and grey moquette, blue and cream exterior, £2,300.
- 1958 BEDFORD** petrol 41-seater Duple, red interior immaculate condition, £2,400.
- 1955 BEDFORD** petrol 36-seater Burlington coach, certificate of fitness 1965, £1,800.
- 1954 GUY Arab 6H.W.** underfloor Gardner engine, fitted 41-seater Burlington Seagull body, overhauled and certified till 1964, £1,800.
- 1954 SENTINEL** 4-cylinder diesel 40-seater service bus, front entrance, certified to 1964, £575.
- 1953 BEDFORD** petrol 35-seater Burlington coach, certificate of fitness 1963, £1,100.
- 1952 DAIMLER** Price Line 43-seater Metacraft body, certified 1962, £1,000.
- 1952 November A.E.C.** Mark IV 41-seater Yeates coach, in good all-round condition, £1,350.
- 1952 A.E.C.** Mark IV Burlington coach, 37 luxury seats, heaters, etc., immaculate condition, certified 1965, £1,400.
- 1951 DAIMLER CVD6** 17-seater Wilkes and Mend coach, certified 1964, in really clean condition £625.
- 1951 BEDFORD** petrol 33-seater coach, certified 1964, £550.
- 1950 BEDFORD** Duple 29-seater Vista coach, certified 1964, £500.

SPECIAL END-OF-SEASON SALE.

ALSO LARGE SELECTION OF 33-SEATER DIESEL VEHICLES ALWAYS IN STOCK.

Wolverhampton 27081.
NIGHTS AND WEEK-ENDS 23247 AND 22293.

DON EVERALL (COMMERCIAL VEHICLES).
LTD.
931-92

ARLINGTON MOTOR CO. LTD.

PLEASE NOTE NEW ADDRESS
THE LONDON COACH CENTRE,
L.T. GARAGE,
HIGH STREET, POTTERS BAR,
MIDDLESEX.
Phone: Potters Bar 52220 and 52229.

WE ARE PLEASED TO ANNOUNCE THE OPENING OF ANOTHER ARLINGTON GROUP BRANCH.

WE take pleasure in offering the following coaches—
NEW and unregistered.

BEDFORD SB3, petrol engine, Duple 41-seater Super Vega, glass roof quarters, heater radio and public address, many extras finished red-cream.

THIS coach is an ex-demonstration model and has only attained a very small mileage. Virtually new and offered at a special price.

A SELECTION OF OUR USED COACHES.

BEDFORD.

- 1959** 41-seater Duple, petrol, red moquette, heaters, grey-red, certificate of fitness 1966.
- 1958** 41-seater Duple, petrol, red-fawn moquette, heater cream-red, certificate of fitness 1965, choice of two, exceptionally clean.
- 1957** 41-seater Plaxton, petrol, fawn moquette, heaters, blue, certificate of fitness 1964.
- 1957** 41-seater Burlington, petrol, red, moquette, red-cream certificate of fitness 1964.
- 1957** 41-seater Duple, petrol, heaters, red moquette, cream-brown, certificate of fitness 1964, choice of two immaculate.
- 1956** 41-seater Duple, petrol, 2-speed axle, green moquette green-grey, certificate of fitness 1966.
- 1956** 41-seater Burlington, petrol, red moquette, cream-blue, certificate of fitness 1966.
- ANY** of the above coaches can be converted to new A 300-cu.-in. Bedford diesel engine with soundproofing, etc.
- CHOICE** of 20 1951-1955 BEDFORDS with Duple, Harrington, Plaxton, Yeates, Gurney-Nutting coachwork, 33-37-seater petrol engines, all with certificate of fitness, special prices.
- CHOICE** of 10 1946-1950 BEDFORDS with Duple 27-29-seater Vista coachwork, suitable for works contractors, school contracts, mobile shops etc., offered cheap to clear.

A.E.C.

- 1958** Reliance 43-seater Duple, front entrance, driver-operated door control, glass roof quarters, heaters, radio, many extras, British Coach Rally winner 1958, cream-blue, certificate of fitness 1965.
- 1956** Reliance 43-seater Duple, central entrance, new engine fitted by A.E.C., now being recertified, grey-red.
- 1954** Reliance 41-seater Duple, red moquette, central entrance, heaters, maroon-grey, clean, certificate of fitness 1964.
- CHOICE** of eight Mark III-IV Duple, Harrington, C Burlington, Yeates 35-39-seater coaches, all with current certificate of fitness, special prices.

(Continued in next column)

Used Passenger Vehicles (contd.)

LEYLAND.

- 1952** Royal Tiger, air brakes, 39-seater Thurgood coachwork, central entrance, red moquette, blue-cream, certificate of fitness 1961.
- 1951** Royal Tiger 41-seater, air brakes, Harrington dorsal-fin coachwork, red moquette, cream-red, now being re-fitted, choice of two.
- 1950** Comet, 33-seater Burlington, red moquette, finished maroon.

ALL USED COACHES OFFERED ARE SUBJECT TO BEING UNSOLD AND ARE OPEN TO ANY REASONABLE OFFER AFTER TEST.
PART-EXCHANGE NEGOTIATED.
HIRE-PURCHASE ARRANGED.

COACH OPERATORS WHO INTEND TO VISIT THE DUPLÉ COACH AND BUS EXHIBITION AT HENDON FROM OCTOBER 23 TO 27 ARE CORDIALLY INVITED TO VISIT OUR NEW COACH CENTRE—

L.T. GARAGE,
HIGH STREET, POTTERS BAR,
MIDDLESEX.

EASILY ACCESSIBLE FROM THE A1 OR M1 MAIN ROADS.

15 MINUTES FROM HENDON.

NEW 1962 model A.E.C. and Bedford coaches available for inspection and approximately 50 used coaches under cover for any test or trial.
OUR representatives will be in attendance at the Duple exhibition. Also Bedford demonstration coach with 330 diesel engine.
OUR forward buying policy will guarantee you early delivery of new Bedford petrol or diesel chassis with Duple, Plaxton, Harrington 602 coachwork, and A.E.C. Reliance 30-ft. or 36-ft. Duple, Plaxton, Harrington coachwork to specification.

ARLINGTON MOTOR CO. LTD.

P.S.V. MAIN DEPOT,
L.T. GARAGE, HIGH STREET,
POTTERS BAR, MIDDLESEX.
Phone: Potters Bar 52220 and 52229.

WE LOOK FORWARD TO YOUR VISIT TO BRITAIN'S FINEST COACH CENTRE.

SEE OUR FULL-PAGE ADVERTISEMENT ON
PAGE 62.

NEGOTIATIONS in connection with new and used passenger vehicles can be conducted with our depots at—

HEAD OFFICE: NORTH LONDON
HIGH ROAD, PONDER'S END, ENFIELD, MIDDLESEX.
Howard 1206.

SOUTH WALES: CARDIFF.
NEWPORT ROAD, CARDIFF.
Cardiff 28734.

SOUTH-WEST: BRISTOL.
ARLINGTON/ALMA, LTD.,
VICTORIA STREET,
BRISTOL 27063.

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CORNARD ROAD, SUDBURY.
Sudbury 2301.

LONDON: SOUTH-WEST.
25 VAUXHALL BRIDGE ROAD,
VICTORIA, S.W.1.
Victoria 6033.

931-241

ALF MOSELEY, LTD.

FORD THAMES P.S.V. DEALERS.

- 1960** Ford Thames Duple 41-seater, blue interior, heaters, Formica casings, etc., exterior two shades blue with K-type mouldings, choice of two, £1,200.
- 1957** BEDFORD Duple Super Vega 41-seater, red-fawn interior, with heater and radio, exterior cream-red, certified April 1964, note the price, £2,465.
- 1956** BEDFORD Yeates Riviera 41-seater, red interior, with heater, radio and top sliders, exterior cream and red, certified March 1966, £2,285.
- 1955** BEDFORD Burlington Seagull 36-seater, red interior, with radio, heaters, etc., exterior red and cream, certified February 1965, £1,785.
- 1953** FOJEN (Gardner) ACB 41-seater luxury coach, green-fawn interior, with heater, exterior cream-black, certified April 1964, £885.
- 1952** BEDFORD Duple Super Vega 35-seater, luxury seating in blue, heater, exterior repainted cream and red, width 8 ft., certified May 1962, £1,285.
- 1951** A.E.C. Mark IV Burlington Seagull 39-seater, maroon seating, heating and top sliders, exterior grey and red, engine fully reconditioned by A.E.C., certified June 1965, £1,585.
- 1951** LEYLAND Royal Tiger Bellhouse-Hartwell 41-seater, red interior with heaters, exterior grey and red, certified 1963, £985.
- 1950** ALBION 14-cylinder diesel Scottish Aviation high-weight metal-framed full-front 31-seater coach body, red interior, with heater, exterior cream and red, certified April 1964, £605.
- 1950** LEYLAND P51 full-front 33-seater luxury coach, attractive red interior, 33-seater cream-maroon, clean and smart, certified January 1964, £585.
- 1950** LEYLAND P51 Burlington 33-seater half-cab saloon, blue interior, heater, exterior two shades blue, clean vehicle, certified February 1965, £485.
- 1949** DENNIS Yeates full-front 33-seater coach, green interior, with heater, exterior green and cream, certified March 1963, £385.
- 1949** SEDDON (Perkins) P61 full-front 26-seater coach, in very clean order, certified April 1962, note the price, £285.

KNIGHTHORPE ROAD.

LOUGHBOROUGH, LEICS.
Phone 4777 (two lines), 931-495

October 20, 1961—THE COMMERCIAL MOTOR 83
(Supplement)

Used Passenger Vehicles (contd.)

COMBERHILL MOTORS, LTD.
INGS ROAD, WAKEFIELD.
Phone 6771 (10 lines).

NEW 1962 model BEDFORD SB3 (330 cu. in. diesel) 41-seater Plaxton Embassy.

NEW 1962 model BEDFORD J2 diesel 18-seater Plaxton Embassy.

NEW 1962 model COMMER-KARRIER (11 h.p. petrol) 14-seater Plaxton Embassy.

NEW FORD Trader diesel 41-seater Plaxton Embassy, certified 1968, one available.

1959 BEDFORD SB3, petrol 41-seater Duple Super Vega, choice two, Triplex quarter light, heater radio, immaculate condition (One 7 ft. 6 in. wide).

1958 BEDFORD SB3 petrol 41-seater Duple Super Vega heaters, choice four.

1958 COMMER TS3 (Kootes diesel) 41-seater Duple Super Vega, heaters, choice six.

1957 COMMER TS3 diesel, 41-seater, Beale Rochester, certified 1964, heater.

1955 BEDFORD SB3 petrol 41-seater Burlington Seagull, grey-blue, certified 1966.

1954 GUY Arab (Gardner 6LW) 41-seater Burlington Seagull, certified 1964.

1954 A.E.C. Reliance (7.75) 41-seater Burlington Seagull, heater, radio, 2-tone grey.

1953 BEDFORD SB (petrol) 33-18-seater Duple Plaxton Envoy, Yeates, Burlington and Gurney Nutting, choice several, all certified.

1952 A.E.C. Mark IV (9.6-litre) 41-seater Yeates, certified 1962, heater fitted dual blue.

1952 A.E.C. Real Mark IV (9.6-litre) 41-seater Burlington Seagull, heater, radio, choice two.

1952 COMMER (petrol) Reading 14-seater, cream and red heater, certified 1962, £750.

1951 LEYLAND Royal Tiger (9.8-litre) 41-seater Burlington Seagull, cream-red, heater, radio.

SELECTION OF 50 HIGH-CLASS

COACHES IN STOCK.

931-469

STANLEY HUGHES AND CO. LTD.

LODGE GARAGE,
WHITEHALL ROAD WEST,
GOMERSAL, NEAR LEEDS.
Phone, Bradford 681144-9.

THE FOLLOWING MACHINES ARE NEW AND UNREGISTERED AND ARE OFFERED AT GREATLY REDUCED PRICES.

- NEW** A.E.C. Reliance 41-seater Britannia, air brakes, choice of three.
- NEW** FORD Traders, 41-seater Duple Yeoman, choice of three.
- NEW** BEDFORD 41-seater Duple.

COMING INTO STOCK WITHIN THE NEXT 14 DAYS.

1959 60-61 FORD Trader 41-seater Duple bodies, choice of 20. These machines have been on private hire and touring only. Prices range from £2,500 each for special clearance.

CHOICE of 10 BEDFORD 41-seaters with Plaxton and Duple bodies. These machines are immaculate. Prices ranging from £2,600 each.

1952 53 LEYLAND Royal Tigers, choice of 12. Have been property of large concern.

A Number of COMMER TS3, 1955-56, with Plaxton bodies.

1955 DENNIS 41-seater with Yeates Europa body.

CHOICE of a further 50 coaches in stock.

WATCH FOR OUR FULLY DETAILED ADVERTISEMENT OR SEND FOR LIST.

Phone, BRADFORD 681144-9.

NIGHT PHONE.

CLECKHEATON 2461-2.

MIRFIELD 2370.

931-502

KIRKBY AND SONS (SALES), LTD.

SOUTH ANSTON,
NEAR SHEFFIELD.

1960 BEDFORD diesel 41-seater Duple, red and ivory interior, red moquette, £3,400.

1958 A.E.C. Reliance 43-seater Harrington, front entrance, driver-operated door, very clean, £3,100.

1956 BEDFORD 41-seater Duple Super Vega, £2,385.

1956 BEDFORD 41-seater Yeates R. river, green moquette, green and ivory exterior, certificate of fitness 1966, £2,385.

1953 BEDFORD 37-seater Duple Vega certificate of fitness 1963, £1,200.

1952 BEDFORD 33-seater Duple Vega certificate of fitness 1965, choice of two, £1,050.

1949 September BEDFORD Vista, very clean, certificate of fitness 11.10.62, £150.

1939 Gardner 5LW 53-seater low-bridge double busker, certificate of fitness 31.12.63, £250.

PLEASE WRITE OR PHONE FOR OUR LATEST LIST OF QUALITY-TESTED COACHES.

Phone, Dinnington 541 (four lines) by day.
NIGHT PHONE MANSFIELD 5395, DINNINGTON 577 WORKSHOP 2963.

Southern Area, phone, Tavistock 2739

931-237
451

Used Passenger Vehicles (contd.)

LATE BARGAINS!
EXCEPTIONAL VALUE.
BUY NOW AND SAVE MONEY.
WE OFFER SERVICE, H.P. FACILITIES AND GIVE FAIR PRICE FOR PART-EXCHANGE.

NEW TROJAN 12-seater diesel £1,475.
DEK 43, 1957 ALBION Aberdeen, Plaxton 41-seater, £2,650.
GFD 241, 1955 BEDFORD Duplex, 36-seater, diesel, £1,650.
EFY 89, 1958 BEDFORD Duplex, 29-seater, diesel, £2,000.
XGG 980, 1960 BEDFORD Duplex, 41-seater, petrol, £3,250.
SUM 662, 1954 BEDFORD Plaxton, 35-seater, petrol, £1,550.
TKU 70, 1960 BEDFORD Burlingham, 41-seater, diesel, £3,250.
XGB 12, June, 1959, BEDFORD Super Vega, 7-ft. 6-in. wide, 41-seater, petrol, £2,750.
ESN 15, 1955 BEDFORD Duplex, 36-seater, petrol, £1,600.
608 BDH 1958 COMMERCIAL TS3 Duplex, 41-seater, £2,750.
YUS 773, March, 1960, FORD Duplex, 41-seater, diesel, £3,000.
MMB 853, LEYLAND Burlingham, 33-seater, full-floor, £660.

MANY EXTRAS AND GOODS. C.O.D. ON ABOVE COACHES.

MILLBURN MOTORS, LTD.
MILLBURN STREET, GLASGOW.
Phone, Bel 4977. 931-516

CHARLES COPPOCK, LTD.
SERVICE BUSES,
THE GARAGE,
ELM GROVE, CROSS STREET, SALE, CHESHIRE.
COACHES.

1947 LEYLAND PSI, full-fronted coach body by Strachan, 33-seater, exterior colours cream and red, red interior upholstery, certificate of fitness September, 1963, £425.
1948 A.E.C. Mk. III, 9.6-litre oil engine, Burlingham half-cab, 33-seater, certificate of fitness October, 1962, £325.

LEYLAND	LEYLAND	LEYLAND
PD2.	PD2.	PD2.
1949 LEYLAND, 9.8-litre oil engine, 53-seater, Brush low-bridge double-deck buses.		

ENGINES	ENGINES	ENGINES
100	100	100

NEW in stock M.O.S. reconditioned petrol engines: Bedford 28 h.p., Morris 6-cylinder 25.1 h.p. CL and CB types, complete including clutch. All packed in separate weather-proof wooden cases.

LEYLAND	LEYLAND	LEYLAND
SPARES.	SPARES.	SPARES.
PD1.	PD1.	PD1.
PSI.	PSI.	PSI.

LARGE quantity of new spares: Engine, gearbox, chassis parts. List sent on application. These parts are offered at greatly reduced prices.

PHONE, SALE 5633.
GRAMS, "BUSUNITS." 931-75

W. S. YEATES, LTD.
DERRY ROAD, LOUGHBOROUGH.

NOW is the time to come and see Yeates of Loughborough for a very good second-hand luxury coach. There is an excellent selection of all types at lowest ever prices. We carefully check and service these coaches before offering them for sale—it has long been known that a Yeates second-hand luxury coach offers very best value for money. We offer very good part-exchange facilities and hire-purchase arrangements. For full list please write or phone.

DELIVERY from stock of all types of new coaches—Bedford, A.E.C. and Commer, Yeates, Duplex and Burlingham—for delivery now at pre-income prices, offering savings on new prices of up to £150.

THE success of the front-entrance BEDFORD 44-seater service bus, dual-purpose and luxury coaches, has been even greater than we had imagined, but due to increased production of these types (available only from Yeates), we can still give delivery during November. For full particulars please write or phone. Our area representatives will be happy to give immediate personal attention.

THE ONLY COMPLETE SERVICE TO COACH OPERATORS
THROUGHOUT GREAT BRITAIN.
W. S. YEATES, LTD.
PHONE, LOUGHBOROUGH 4321 (P.B.X.). 931-61

Used Passenger Vehicles (contd.)

COACHES AND COMPONENTS, LTD.
469-475 HOLLOWAY ROAD, LONDON, N.7.
Archway 2647 (five lines).

DIESEL.
1960. April, BEDFORD 41-seater Super Vega, £3,195, grey-pink.
1959. May, BEDFORD 41-seater Super Vega, £2,895, blue-grey.
1959. March, BEDFORD-LEYLAND 40-seater Super Vega, £3,130, blue-grey.
1958. April, BEDFORD 41-seater Super Vega, £2,750, red-ivory.
1958. April, BEDFORD-LEYLAND 36-seater Continental, £2,975, blue-grey.
1953. July, BEDFORD 35-seater Super Vega, £1,250, red-cream.

PETROL.
1959. May, BEDFORD 41-seater Super Vega, £2,795, blue-grey.
1958. June, BEDFORD 41-seater Plaxton, £2,650, cream-blue.
1958. May, BEDFORD 41-seater Burlingham, £2,595, maroon-cream.
1957. April, BEDFORD 41-seater Super Vega, £2,250, cream-blue.
1956. March, BEDFORD 41-seater Super Vega, £2,095, green-cream.
1955. April, BEDFORD 38-seater Super Vega, £1,695.
1954. April, BEDFORD 38-seater Super Vega, £1,550, red-cream.
CHOICE of several of each vintage in stock! 931-285

SAVILLE MOTOR SALES, LTD.
HARVESTER HOUSE,
STRATFORD-ON-AVON.
Phone 4242.

OFFER THE FOLLOWING SELECTION OF USED BEDFORD COACHES.

ALL THESE VEHICLES ARE IMMACULATE AND WELL RECOMMENDED.

1954 BEDFORD petrol 35-seater Paxton, finished in black and ivory, red interior, radio and heaters, certificate of fitness March, 1964.
1954 BEDFORD 36-seater Duplex Vega, fitted with new Perkins R6 diesel engine, roof quarter lights, Formica side panels, finished in blue and cream, certificate of fitness June, 1964.
1954 BEDFORD petrol 36-seater Burlingham, resprayed cream and retrimmed in maroon, fitted radio and heaters, certificate of fitness June, 1964.
1952 BEDFORD petrol 33-seater Duplex Vega, roof quarter lights, finished in red and cream, reconditioned engine fitted, certificate of fitness December, 1961.
1951 BEDFORD, petrol, 33-seater Churchill body.
1950 FODEN 61W (front end) 33-seater, full front, very clean interior, certificate of fitness April, 1964.
1948 MAUDSLAY 7.7 with Duplex half-cab, certificate of fitness September, 1962.
1936 LEYLAND TS7, rebodied in 1949, with Harrington 33-seater body, clean interior, certificate of fitness January, 1963.
A LSO a selection of vehicles suitable for works service or mobile shops.

HIRE-PURCHASE FACILITIES.

PART-EXCHANGE. 931-179

LES GLEAVE, LTD.
FOURWAYS GARAGE,
ARCLID, NEAR SANDBACH, CHESHIRE.
Phone, Smallwood 225, 226.

1960 FORD Burlingham.
1960 FORD Plaxton, quarter lights and many extras.
1959 BEDFORD Plaxton, quarter lights and many extras.
1959 BEDFORD Yeates 41-seater.
1958 BEDFORD Plaxton.
1958 BEDFORD Duplex 41-seater.
1956 COMMERCIAL TS3 41-seater.
1952 BEDFORD Plaxton 38-seater.

VARIOUS petrol and diesel coaches available for works or contract, some with good certificates of fitness, cheap to clear.

LES GLEAVE, LTD.
FOURWAYS GARAGE,
ARCLID, NEAR SANDBACH, CHESHIRE.
AFTER 8 P.M. PHONE, SANDBACH 881 OR SWINTON 2932. 931-218

BROWNHILL'S MOTOR SALES.
LEYLAND, ALBION, SCAMMELL.
1951 A.E.C. 37-seater coach.
1952 DAIMLER 37-seater coach with a 4-year certificate.

BROWNHILL'S MOTOR SALES.
WATLING STREET (A5),
BROWNHILLS,
STAFFS.
Phone, Brownhills 2525-6-7. 931-512

Used Passenger Vehicles (contd.)

BIRMINGHAM COACH SALES, LTD.
44 INGE STREET (NEXT TO HIPPODROME),
BIRMINGHAM, 5.
Phone, Midland 1355.

WE ARE NOW TAKING ORDERS FOR THE 1962 MODEL COACHES.

ONE 1961 FORD DUPLX
IN STOCK AT THE OLD PRICE.

1961 FORD 41-seater Duplex, immaculate condition, choice of six.
1958 COMMERCIAL TS3 41-seater Plaxton.
1956 COMMERCIAL TS3, 41-seater Duplex body, 2-speed axle, certificate of fitness 1966.
1956 57 BEDFORDS, 41-seater Duplex, wireless, P.A., choice of two.
1955 BEDFORD 36-seater Plaxton, 7 ft. 6 in. wide, certificate of fitness 1965.
1954 BEDFORD 36-seater, choice of two Duplex and Yeates bodies.
1952 BEDFORD 33-seaters, Duplex and Plaxton, choice of two.
1951 LEYLAND Royal Tiger 41-seater Harrington bodies, choice of two.

BIRMINGHAM COACH SALES, LTD.
44 INGE STREET (NEXT TO HIPPODROME),
BIRMINGHAM, 5.
Phone, Midland 1355.
AFTER HOURS, WOLVERHAMPTON 3683. 931-193

END-OF-SEASON BARGAINS.
STARTLING REDUCTIONS.
FIVE-YEAR CERTIFICATES.

1951 LEYLAND Royal Tiger Yeates 41-seater, blue and cream, red interior.
1951 LEYLAND Royal Tiger Burlingham 37-seater, blue and cream, choice of two.
1953 BEDFORD Duplex 35-seater, blue and cream, certificate of fitness 1962.
1952 LEYLAND Royal Tiger Harrington 41-seater, dorsal fin, blue and cream, certificate of fitness 1962.
1948 FODEN 61W Gardner, Window 33-seater, blue and cream, fawn interior, certificate of fitness 1963.
W E are prepared to submit vehicles with short-term certificates to M.O.T. for recertification at customers' request.

STOCKLAND GARAGE, LTD.
MARSH HILL, EDDINGTON,
BIRMINGHAM, 23.
Phone, Edington 2488. 931-132

LUTON COMMERCIAL MOTORS, LTD.
THAMES HOUSE,
DUNSTABLE.
MAIN FORD DEALERS.

1960 Thames Plaxton 41-seater with Eaton 2-speed axle, radio and extras, etc.
1960 BEDFORD SBI Plaxton C-type Consort 41-seater with 5-speed gearbox, choice of two.
1960 AUSTIN 11-seater P.S.V. Omnicoach, certificate of fitness 7.3.1967.
1959 BEDFORD Duplex diesel 41-seater coach, certificate of fitness 5.5.1966.
1959 BEDFORD SBI Plaxton C-type Consort 41-seater with radio and many extras.
1959 (Registered October, 1955) BEDFORD 41-seater Duplex, certificate of fitness 1965.
1955 BEDFORD Duplex 36-seater with many extras and certificate of fitness 1964 (December).
1954 BEDFORD R6 Mk. II Duplex 38-seater, many extras.
1952 A.E.C. 9.6 All Weather 37-seater, certificate of fitness 1962.

PHONE, DUNSTABLE 64381.
(FIVE LINES). 931-176

1960 A.E.C. Duplex, 1959 Ford Harrington, 1955 Commer Duplex, 1956 Commer Plaxton, 1955 Commer Duplex, 41 seats, heaters, radio, quarters, speech amplifiers, Michelin X tyres, private seasonal work, Peter Sheffield, 206 Grimby Rd., Cleethorpes (61325). 931-X7998

TRANSPORT (PASSENGER EQUIPMENT), LTD.

1949 LEYLAND PSI single-deck service saloons, certificate of fitness 1963, 34 seats, C. H. Roe body.
1949 GUY Arab 51W Gardner service saloons, single-decker, C. H. Roe body, certificate of fitness 1962.
1948-49 DENNIS Lancet 51W Gardner single-decker service saloons, C. H. Roe bodies, certificate of fitness 1962.
1943-45 GUY Arab 61W Gardner double-deckers, Northern Counties bodies, certificate of fitness 1964.
1943-45 DENNIS Lancet 61W Gardner double-deckers, Northern Counties bodies, certificates of fitness 1962-64.
1945 A.E.C. 35-seater Weymann service saloons, in excellent mechanical condition.

OAK HOUSE.
BRUNSWICK STREET,
MACCLESFIELD.
Phone 4433. 931-215

Used Passenger Vehicles (contd.)

WILLIAMS MOTOR CO. (MANCHESTER), LTD. AND (CHORLTON), LTD.

INVITE YOUR INQUIRIES FOR
11- TO 14-SEATER P.S.V.'S.
ALL TYPES OF CONVERSIONS SUPPLIED.
KENEX, MARTIN WALTER, HARRINGTON, ETC.
ON COMMER AND AUSTIN.

TRAFFORD STREET,

DEANS GATE, MANCHESTER, 3.

Phone Dea 8781.

931-220

W. HAROLD PERRY, LTD.

MAIN FORD THAMES P.S.V. DEALERS.

STATION BRIDGE WEALDSTONE,

MIDDLESEX.

1951 MAUDSLAY 39-seater coach, certificate of fitness 1963.

1949 COMMER Avenger Plaxton 33-seater, certificate of fitness 1963.

1949 BEDFORD O.B. Thurgood 29-seater, uncertified, 10 years M.O.T. certificate, suitable for workmen or mobile shop.

1948 DENNIS Lancet. Yeates 35-seater, certificate of fitness 1962.

1948 DENNIS Lancet. Yeates 35-seater, certificate of fitness 1962.

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Used Passenger Vehicles (contd.)

THURGOODS OF WARE.

1960 BEDFORD Vega (41), green and grey, red interior, 7 1/2 ft. spotless, good tyres, £2,950. another 8 ft. just as good.

1958, March, BEDFORD saloon bus (41), sliding door, drive operated, 7 ft. 6 in. wide, cream and green, one owner, private use, being certified five years, £1,400.

1957 BEDFORD Vega (41), cream and brown, red interior, 8 ft. very clean, £2,175.

1957 COMMER T53 Duple (41), 8 ft., red and cream, red interior, first-class order, glass quarters, many extras, £2,750.

1955 BEDFORD Duple (36 or 38), excellent, 7 1/2 ft., certified 1965, £1,625.

1954 BEDFORD bus Duple, all metal (40), Perkins R6, all good tyres, 8 ft., certified 1965, £1,050.

1952 BEDFORD Vega (choice 7 1/2 ft. and 8 ft.), certified 1965.

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October 20, 1961 - THE COMMERCIAL MOTOR 85

(Supplement)

Used Passenger Vehicles (contd.)

1959, October, 29-seater Bedford diesel Plaxton coach, red moquette, quarter lights, all extras, 1961 Bedford diesel Burlingham 41-seater, radio and public address, red moquette; 1961 (March) Commer diesel Martin Walter 12-seater P.S.V. (choice of six), Phone, Nottingham 89055.

1959 BEDFORD 41-seater Plaxton, diesel, £2,950.

1956 COMMER T53, 41 Duple, new engine and repaired, 5-year certificate of fitness, £2,150.

1959 BEDFORD 29-seater Duple Vista, £1,850.

1948 BEDFORD 29-seater Duple Vista, £120 o.n.o.

CONWAY HUNT, LTD., Brax Rd., Ottershaw, Phone, Ottershaw 461 day and night.

1952 LEYLAND Beadle all-metal 35-seater, Continental full luxury body, 8 ft., special luxury seating certificate of fitness 1964-65, taxed, £750. Also

1948 A.E.C. half-cab, Harrington 31-seater, certificate of fitness February 1961, taxed, £385.

FOUNTAIN LUXURY COACHES, 12 The Green, Twickenham, Pop 2536.

1954 BEDFORD petrol 36-seater Duple, radio, micro-phonized, 24-volt system, beautiful reconditioned repainted blue and white, certificate of fitness 1964, £1,500.

1947 A.E.C. 7.7 with 1953 Burlingham Seagull body, uplift roofs, heater, very clean coach, certificate of fitness 1961, £700.

S. SMITHS COACHES, Corby Glen, Grantham, Corby Glen 285.

Unclassified Wanted

38-41 light diesel, height under 10 ft., 1955-58, Warren Coaches, Titchhurst 226.

NEW PASSENGER VEHICLES

FORD THAMES AND FORDSON

A. SPRINGALL, LTD.

IMMEDIATE delivery of new THAMES with Duple, Plaxton, Burlingham or Harrington bodies. Demonstrations and hire-purchase to suit your requirements.

A. SPRINGALL, LTD., Plumstead Common, S.E.18, Woolwich 5313.

VOLKSWAGEN

EUROPEAN CARS, LTD., distributors for London and Midlands. Early delivery Kombi, Microbus, van, pick-up, 129 Old Brompton Rd., S.W.7, Fr 7711.

222-918

MISCELLANEOUS VEHICLES FOR SALE AND WANTED

AGRICULTURAL VEHICLES

LIMESREADER, Atkinson 6-cu.-yd. body on Chevrolet 4 x 4, fitted 4D diesel, good tyres, etc., body new 1959. News, Wetherby, Phone 2366.

FORD line spreader, 4 x 4, fitted 4D engine, twin rear tyres, £200 o.n.o. Phone, Wetherby 2518.

ARTICULATED VEHICLES (INCLUDING MECHANICAL HORSES)

CARRIMORE close-coupled articulated 6-wheelers, hand-some appearance, and great weight distribution.

CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3.

NEW 8-, 10- and 12-ton BEDFORD TK model tractors

NEW Scammell trailers, automatic and fifth-wheel coupling.

USED vehicles; bodywork; road tankers, etc.

ESTIMATES and demonstrations.

INQUIRIES to:-

E. J. BAKER AND CO. (DORKING), LTD., HIGH STREET, DORKING, SURREY.

Phone, Dorking 3822 (five lines).

25-CU.-YD. four-in-line tipping trailer, 20-ft. alloy drop side, £1,650. Waltham Crow 22142.

1958 FORD Trader diesel prime mover with B.T.C. low-loader semi-trailer, reasonable price.

RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-2.

L. F. DOVE (C.V.), LTD., AUSTIN AND BROCKHOUSE DISTRIBUTORS.

AUSTIN 1959 120-in. prime mover, 2-speed axle, 9.00 x 20 tyres, fifth-wheel coupling, 17-ton G.T.W., 1995.

IMMEDIATE delivery AUSTIN prime movers, with 2-speed axle, 7.50 x 20 tyres and a Brockhouse automatic interchangeable coupling.

IMMEDIATE delivery Brockhouse 6-, 8- and 10-ton trailers, straight and drop-frame with automatic coupling.

L. F. DOVE (C.V.), LTD., 98 Lower Addiscombe Rd., L. Croydon, Addiscombe 3131.

3131-381

Miscellaneous Vehicles (contd.)

ALWAYS a large selection of good used articulated vehicles in stock of all types and sizes, tractor units and trailers sold separately if required. Terms and conditions.

RUSH GREEN MOTORS, Langley, Hitchin, Herts, Stevenage 174.

BREAKDOWN VEHICLES

MACK 6 x 6 chassis and cab, petrol engine, unregistered, £525.

ONE heavy-duty towing ambulance, twin solid tyres, apparently unused, £70.

L. W. VASS, LTD., Amptill

Miscellaneous Vehicles (contd.)

1960 KARRIER Gamecock 4-ton diesel boxvan, 8,000 miles, cost new, £1,400, our price, £725.
DAWNIER MOTORS, LTD. Ewell 2382. 931-361

1955 MORRIS 5-ton forward-control boxvan. Reigate 2263. 931-373

H. A. SAUNDERS, LTD., AUSTIN DISTRIBUTORS.

AUSTIN 152 chassis, fitted with large capacity Luton body, available.
AUSTIN S200 diesel chassis-cab, fitted with boxvan body, side and rear roller shutters, colour dark green, available.
AUSTIN S200 30-cwt. petrol chassis-cab, fitted with 600 c.c. Luton body, paint to choice, available.
AUSTIN T200 2-ton petrol chassis-cab, fitted with 750 c.c. Luton body, paint to choice, in progress.
ALWAYS a large selection of Austin trucks and vans from 5 cwt. to 5 tons.

H. A. SAUNDERS, LTD., 836 HIGH ROAD, FINCHLEY, N.12. Hillside 8822, ext. 22. 931-479

1956 DODGE diesel 1,100-cu.-ft. pantechnic, one owned, used on local deliveries only, excellent condition, ready for immediate service. Camkin Motors, Ltd., Sherborne, Dorset. Phone 681-2. 931-280

BLUEBIRD "Hi-bulk" Lutons, ex stock. Morris J2 400 c.c., £702 10s., unpainted: 3-ton FG S200 petrol, 620 c.c., £1,147, unpainted. Croftons. Bishopsgate 3393. 931-422

BEDFORD Luton vans, alloy bodies, unladen weight 1 tons, integral cabs and felt-lined raves.
TWO 1951 OB, 1,250 cu. ft., £250 each.
TWO 1952 OL, 1,350 cu. ft., £300 each.

TWO 1952 OL, 1,500 cu. ft., £350 each.

FOUR 1953 A, 1,500 cu. ft., £300-£350 each.

ALEXANDRA, Belmont Avenue, London, N.9. Howard 2211. 931-412

1958 ALBION Clydesdale, Comet engine, 6-speed gearbox, large-capacity boxvan body.
1959 5-ton Trader Eaton 5-speed axle, fitted boxvan body 18 ft. by 7 ft. 9 in.

WARWICK MOTOR ENGINEERING CO., LTD.,
STOKE GARAGE,
COPELAND STREET,
STOKE-ON-TRENT.
Phone 47507-8. 931-437

1,300- To 1,500-cu.-ft. 1954 BEDFORDS, choice of five integral cabs, aluminium bodies, petrol, £365.
1,050-CU.-FT. 1958 BEDFORD 300 diesel pantechnic, Plymox body, £500.
CHANDLER'S MOTORS, LTD. 71 Greenwich South St., London, S.E.10. Gre 2033-4. 931-320

Luton Vans and Pantech-nics Wanted

WANTED, 1956 pantech-nics from 700 cu. ft. to 1,300 cu. ft. capacity. The best buyers. Try us night and day. Green 2033. Chandler's Motors, Ltd., 71 Greenwich South St., S.E.10. 931-318

1957, 1960 750-1,500-cu.-ft. LUTONS required.

MIDLAND VEHICLE AGENCY, 164 High St., Bordesley, Birmingham 6. Vic 6040. 931-338

MOBILE SHOPS, CANTEENS, ETC.

1960 Karrier Bantam mobile shops, completely equipped. 1960 Thames Trader mobile super-market with deep freeze, 15-cwt. Thames and Austin 152 unregistered 1960 models at reduced prices. Largest selection of mobile shops in London. Lavion-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 931-33

TROJAN 1-ton large-capacity van, suitable ice-cream, travelling shop, etc., ex large national company, £120. Hamilton Motors (Taunton), Ltd., East Reach, Taunton. Phone 3716 or 5279. 931-465

REFRIGERATED TRANSPORT

REFRIGERATED containers, complete with Thermo-King equipment, ex stock. Contact Yeovil Sheet Metal Co., Ltd. Phone, Yeovil 2091. 931-154

1955 BEDFORD refrigerated 3-ton van.

PIRBRIGHT GARAGE, Purbright Rd., S.W.18, Vandyke 6188. 931-269

BEDFORD 30-cwt. refrigerated boxvan, complete with compressor, recently overhauled, new diesel engine. Over Hall Garages, Ltd., Staines Rd., Bedford, Mids. Ashford 5741. 931-378

INSULATED detachable container manufactured by Bonilack, external length 20 ft. 6 in., width 7 ft. 8 in., height 8 ft., two rear opening doors, cubic capacity approximately 980 cu. ft. Fixed with lifting hooks.

TILBURY'S (SOUTHAMPTON), LTD., Western Esplanade, Southampton. Phone 24731. 931-331

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Miscellaneous Vehicles (contd.)

IMMEDIATE delivery of new Ford Thames Trader 14-ton 4D diesel refrigerated van of 320 cu. ft. capacity. Sparshatt container-in-body construction with Presicold plane and holdover plates for -5 deg. £1,875.
J. H. SPARSHATT AND SONS, LTD., London Rd., J. Hilsa, Portsmouth. Phone, Portsmouth 60361. 931-396

TANK WAGONS

LEYLAND Comet, Albion, Dennis, Dodge, Bedford, Austin 1,500- and 1,200-gal. spirit tankers and large stock of tanky-jandies, frameless articulators and independent tanker trailers, cargo pumps and compressors, all types, list available. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2343. 222-600

BEDFORD 800-gallon tankers, 2-compartment, £200; 950-gallon QL 4 x 4 with pumping equipment, £280; 2,500-gallon A.E.C. 6 x 6, petrol engine, £650 or £800 with diesel engine.
L. W. VASS, LTD., Amphil, Bedford. Amphil 3255. 222-841

VARLEY tanker pumps type DH100. Harold Aston, Ltd., Langley, Birmingham. Phone, Broadwell 2317-8. 932-6462

BEDFORD 1,000-gal. 3-compartment wagon and barrel carrier, £225. T. Smithwaite, Ltd., Northampton. 931-13

950 GALLON Bedford QL 4 x 4, excellent condition.

MERTON ENGINEERING CO., LTD., Favers Rd., Feltham, Middx. Phone, Feltham 6208, 3045. 931-263

SELECTION of new tankers, various models.

SHERWOODS GARAGES, LTD.,
110 BUXTON ROAD,
STOCKPORT.
Phone 5083. 931-430

1954 FODEN FG6 articulated stainless-steel lagged 3,500-gallon tandem-axle tanker, in first-class order, one owner since new.

1958 BEDFORD diesel articulated 2,000-gallon milk tanker, in very good order.

1958 BEDFORD diesel articulated 2,000-gallon lagged and lined tanker, in very good order.

1953 BEDFORD 1,250-gallon aluminium tanker, complete with pumps, etc., £200.

1953 BEDFORD 800-gallon stainless-steel tanker with pressure pump, etc., £400.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 931-248

1952 LEYLAND Octopus, 3,600-gal. fuel oil or spirit tanker with pump, choice of several.

1956 B.M.C. 1,200-gal. fuel oil or spirit tanker with pump (petrol or diesel), choice of six.

1953 DENNIS diesel 1,500-gal. 4-compartment spirit tanker.

1950 AUSTIN diesel 1,000- and 1,200-gal. tankers, choice of 20, from £150 to £250 each.

1952 COMMER 1,800-gal. 4-compartment, very clean.

1954 BEDFORD 2,400-gal. full-compartment articulators, choice of six.

1954 LEYLAND Comet 1,500-gal. 3-compartment spirit.

4,000-GAL. 5-compartment spirit tank.

H. F. A. DOLMAN, LTD., 215 North Rd., Southend-on-Sea. Phone 43262. 931-353

FODEN 6-wheeler double-drive 1850 3-compartment lagged tanker, £575.

1950 ALBION 1,500 gal., four compartments, ex petrol company, choice of three, £250 each.

A. E. CONNORTON, 328 Brixton Rd., S.W.9. Brixton 7962. Sanderstead 1777. 931-388

TWO new Scammell articulators, 3,600 gallon, pressure discharge. New Caledonian 4,000-gal. spirit tanker, lagged. Immediate delivery: will separate either. 1957 Bedford tanker, 2,400 gallon, articulated. 1958 Leyland 3,600 gallon, pressure discharge, 1953 pump.

HATTER 3ROS., Austin Agents, of Grays. Phone. Purfleet 5488. 931-295

Tank Wagons Wanted

WANTED, 1957-58 5.1-litre B.M.C. 1,200-gal. or 1,500-gal. domestic fuel oil tanker, complete with flow meter and hose reel, must be in first-class condition. Full particulars to Traffic Manager, Rubery Owen and Co., Ltd., P.O. Box 10, Darlington, Wednesbury, Staffs. 931-6474

TIPPING LORRIES

NEW hydraulic tipper.

DODGE 7-ton 7-yd. all-metal underbody end-tipper, drop sides, complete in primer. Kin 6136. Globe Auto Service, Ltd., 167 London Rd., Kingston-upon-Thames. 222-839

AUSTIN 6 x 4 and Bedford QL 4 x 4 tippers, Ministry A reconditioned, from £175. Agricultural Vehicles, 24 Third Acre Rise, Oxford. Cammer 2559. Depot: Stanton Harcourt Rd., Eynham, Oxford. 931-6442

25-CU.-YD. four-in-line tipping trailer, 20-ft. alloy drop-side, £1,650. Waltham Cross 22142. 931-6438

1957 COMMER TS3 medium-wheelbase, timber body, £350.

1956 COMMER TS3 short-wheelbase, timber body, £250.

1960 COMMER TS3 long-wheelbase, steel fixed sides, £350.

1959 BEDFORD S-type diesel, long-wheelbase, £350.

1960 BEDFORD J-type diesel, long-wheelbase, £350.

1956 B.M.C. 7-ton, long-wheelbase, power steering, 2-speed axle, £175.

1960 Thames Trader, steel fixed sides, £550.

1960 BEDFORD J-type, short-wheelbase, £540.

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone. Bawtry 362, 456, 457. 931-70

Miscellaneous Vehicles (contd.)

1954 ATKINSON 8-wheeler tipper, U7 Pilot gear, 6LW, 40 x 8, double drive, ready for work. Smiths Garage, Canal St., Nottingham. Phone 35001. 931-6460

A.E.C. Pilot twin-ram tipping gear, 17-ft. all-steel body, 30-in. sides, in excellent condition throughout.
PRAILLS (HEREFORD), LTD., Holmer Rd., Hereford. Phone 4221. 931-62

FOR SALE 15-TON 8-WHEEL TIPPER.

Foden 8-wheel long-wheelbase tipper, 24-ft. by 8 ft. by 4 ft. fixed-side aluminium body, Pilot twin-ram gear, good tyres. This is a very smart vehicle. H.P. available. Write, phone or call.

SYD A. BRAMS, L. TD.,

WATERLOO ROAD, MANCHESTER, 8.
Phone, Broughton 4321 (10 lines). 931-21

RYLAND GARAGE, LTD. offer a selection of late-model 8-wheel coal and bulk tippers, Atkinson, E.R.F. and Leyland machines.

RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-2. 931-54

1960, June, BEDFORD York articulated 20-cu.-yd. tipper, S-type cab, Leyland 350 engine, Waltham Cross 22142. 931-177

HYDRAULIC TIPPING GEARS AND BODIES AVAILABLE FOR MOST POPULAR MAKES AT WELFORD ENGINEERING (OLDBURY), LTD.,
HAINGE ROAD, TIPTON.
Phone, Tipton 2721. 931-145

1954 A.E.C. 9.6 6-wheeler tipper, 22-yd. 3-piece drop-side wooden body, Eubro gear, air brakes, £1,250.
CHAMBERS ENGINEERING, Western Turville, Aylesbury Stoke Mandeville 2282. 931-164

1960 B.M.C. 6-wheeler tipper, with 20-yd. alloy bulk body, very low mileage, in first-class order.

1960 BEDFORD 4-wheeler tipper, with 14-yd. alloy bulk body, low mileage, almost as new.

1960 COMMER TS3 long-wheelbase tipper, wooden drop-side body, in excellent running order.

1960 DODGE 6-wheeler tipper, bulk alloy body, Leyland 350 engine, 2-speed axle, power steering, very low mileage, very clean and in excellent order, on nearly new tyres, £1,600; choice of two.

1959 COMMER TS3 6-wheeler tipper, 18-ft. drop-sided body, air brakes, in excellent running order, one owner, £950.

ALSO many other good tippers in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 931-253

29,000 Miles only, BEDFORD 5-cu.-yd. steel drop-side tipper, first registered 1958. Reigate 2263. 931-372

1960 FORD Trader 7-ton long-wheelbase 14-cu.-yd. wooden coal body, £745.

1960 FORD Trader 7-ton diesel short-wheelbase hydraulic brake tipper, £750.

1959 BEDFORD forward-control short-wheelbase tipper, diesel, 2-speed axle, 7-ton, £485.

1959 BEDFORD short-wheelbase diesel 7-ton coal body, £450.

DAWNIER MOTORS, LTD., Ewell By-pass, Surrey. Phone, Ewell 2382. 931-359

GET THAT COMMERCIAL FROM G.T.C. COMMERCIALS, LTD.,

TIPPERS.

1961 DODGE diesel fitted with latest Perkins 354-cu.-in. direct injection engine, 7-ton short-wheelbase tipper, steel drop-side body, 16,000 miles only, £950.

1960 Trader diesel, 7-ton short-wheelbase tipper, 9,000 x 20 tyres, 7-yd. drop-side body, 8,000 miles only, Hydrovac brakes, £675.

1960 BEDFORD 6-ton short-wheelbase diesel tipper, steel body, very tidy, £495.

1960 COMMER TS3 diesel, 7-ton short-wheelbase tipper, steel body, 2-speed axle, 9,000 miles only, offered at less than half cost price, at £850.

1960 B.M.C. diesel 7-ton short-wheelbase tipper, steel body, 18,000 miles only, very clean, £650.

1960 Trader 7-ton medium-wheelbase tipper, 8-yd. drop-side steel body, 12-ft. 6-in. long, first-class condition, £725.

1956 BEDFORD 5-ton short-wheelbase tipper, wooden drop-side body, ready for work, £175.

28 BOW ROAD, LONDON, E.3.
(30 YARDS FROM BOW ROAD TUBE STATION.)
Advance 5242. 931-485

NOVEMBER, 1951, LEYLAND Octopus double-drive 8-wheel 600 diesel engine, bargain price. Hamilton Motors Ltd., East Reach, Taunton. Famous for commercials since 1926. Phone 3716 or 5879. 931-462

TIPPERS for sale.

1960 DODGE 6-wheelers, choice of two, Leyland engines, power steering, etc., from £2,450.

1960 DODGE 4-wheelers, Leyland power steering, etc., large coal bodies, from £1,450.

AL one owner.

QUORN COMMERCIAL SALES, LTD., Warner St., Barrow-on-Soar. Quorn 204. 931-419

Miscellaneous Vehicles (contd.)

B.M.C. 1956 7-ton tipper, two-speed axle, power steering, 15-yard bulk or 6-yard for ballast, first-class condition, £425. Guildford 5583. 931-2899

Tipping Lorries Wanted

WANTED for quarry work, 4-wheeled tipping lorries, must be cheap, Box CM3020, care of "The Commercial Motor." 931-212

TRACTORS

1959 B.M.C. diesel tractor unit, 2-speed, power steering, 9.00 x 20 Michelin X nearly new, heater, fifth wheel coupling, vacuum brakes, immaculate condition, owner driven, £650. Furrows, Ltd., Cotton, Hill, Shrewsbury. Phone, Shrewsbury 3631. 931-6480

1959 October, B.M.C. 5.1 diesel tractor unit, straight frame, 7.3 wheel, heavy-duty equipment, 9.00 x 20 tyres, only 36,000 miles since new, fifth-wheel coupler, reasonable price.

1958 ALBION tractor, Leyland engine, fifth-wheel coupler, excellent condition all round.

RYLAND GARAGE LTD., Ryland St., off Broad St., B'ham 16. Edgbaston 4501-5. 931-55

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Albion 3 ton, 1950; Three Atkinson, M1266 diesel, 12 ton,
1948-47; Commer 7 ton, 1949; Two E.R.F., diesel, 12 ton,
1947-40; E.R.F., diesel 10 ton, 1947; Three E.R.F., diesel,
7 ton, 1946-45; Three Foden, diesel, 12 ton, 1949-48;
Foden, diesel, 7-8 ton, 1947; Leyland Octopus, diesel,
15 ton, 1947; Eight Leyland, diesel, 10 ton, 1949-47; Three
Leyland, diesel, 7 ton, 1947; Three Maudslay Meritor,
diesel, 15 ton, 1949; Two Maudslay Maharajah, diesel,
12 ton, 1949-42; Maudslay Mustang, diesel, 10 ton, 1948;
Eight Maudslay Mogul, diesel, 7-ton, 1949-48; Two
Maudslay Militant, diesel, 7 ton, 1948-46; 11 Seddon,
diesel, 6 ton, 1950-49.

T RACTORS:—

Four Bedford-Scammell, 8 ton, 1953-52; E.R.F., diesel,
12 ton, 1947.

T RAILERS, ETC.:—

Four Dyson-Scammell, 8-ton Hopper semi-trailers; Dyson,
12-ton platform semi-trailer; 6-ton Bogie trailer; Two
2-deck livestock containers.

VEHICLE SPARES

For A.E.C., Albion, Atkinson, Bedford-Scammell, Brock-
house, Dennis Max, E.R.F., Foden, Scammell, Seddon.
Brake linings, electrical equipment, road springs, etc.

ALSO

Twenty-four Albion, A.E.C., Gardner, Leyland and Perkins
diesel engines; 10 Austin, Ford and Vauxhall saloons;
National "300" accounting machine; safe; desks; tables;
chairs; steel shelving, etc.

(Sold per instructions of British Road Services, Ltd.,
Scottish Division, 11 Bothwell Street, Glasgow.)
ON VIEW DAY PRIOR AND DAY OF SALE.
CANTEN—CATALOGUES POST FREE ON APPLI-
CATION—PARKING.

ALEX BEITH, L. TD.

AUCTIONEERS, VALUERS AND CONSULTANTS.
217-221 DUKE STREET, GLASGOW, E.I.
Phone, Bridgeton 1164 (five lines) 937-474

Miscellaneous Advertisements (contd.)

THOBY A. UCTIONS.

MOUNTNESSING, ESSEX.

H. W. INGLETON AND CO.

WILL SELL BY AUCTION

Commercial vehicles, agricultural implements, engineering
and building equipment, including: 1959 Scammell 30-ton
tractor unit with 22-ft. well, low-loader trailer and with
power winch; 1950 Austin mobile grocery store, fully
equipped with ice-cream refrigerator, etc.; Land Rover,
various vans, lorries and trucks, agricultural implements
and sundry other effects.

at
THOBY PRIORY,

THOBY LANE, MOUNTNESSING,
on TUESDAY, OCTOBER 24, 1961.

commencing at 10.30 a.m.

FURTHER ENTRIES INVITED.

ENTRY FORMS AND TERMS OF SALE may be
obtained from the AUCTIONEERS, H. W. INGLETON
AND CO., HIGH STREET, INGATESTONE, ESSEX.
Phone, Ingatestone 577.
CATALOGUES (price 3d.) in due course from the
Auctioneers. 931-40

BY ORDER OF CUBITTS FITZPATRICK SHAND,
WARMSWORTH,
NR. DONCASTER

WALKER, WALTON AND HANSON

WILL SELL BY AUCTION
ON

TUESDAY, NOVEMBER 7, 1961.

CIVIL ENGINEERING **P** LANT AND
EQUIPMENT, **M**OBILE **C** RANES,
MOTOR **V**EHICLES, **S**TORES, ETC.,

APPROXIMATELY 420 LOTS COMPRISING:—

RUSTON BUCYRUS "19 R.B." "20 R.B." AND "37
R.B." PRIESTMAN "CUB" AND SMITH EXCAVA-
TORS, LIMA 1201 EQUIPMENT, MICHIGAN
"175A" SHOVEL, INTERNATIONAL "BTD 6"
AND "BTD 20" DOZERS AND DROTTS, CATER-
PILLAR "D 7" AND "D 8-7" SCRAPERS, VIBRATING
AND TANDEM ROLLERS, A.B.G. 24-FT. CON-
CRETE COMPACTOR AND FINISHER, COMPRES-
SORS, AVELING-AUSTIN GRADER, HOLMAN
VOLE AND HALCO STENWICK DRILL RIGS,
FORDSON TRACTORS, DUMPERS, MIXERS,
PUMPING AND GENERATING SETS.

ALSO

CARS, LAND ROVERS (including Diesel Canteen Vans),
REFUELLERS, TIPPERS, DUMPCRETES, TRAILERS,
ETC.

AND

PATENTED STEEL ROAD FORMS, STEEL WAY
BEAMS, RAILS, STANTON SPUN IRON PIPING,
TIMBER, SECTIONAL WOODEN BUILDINGS,
STEAM CLEANER, SCAFFOLD TUBE CLEANER,
PNEUMATIC DRILLS, HAMMERS, PAINT, LABORATORY
EQUIPMENT, LEVELS, THEODOLITES,
P.YE "RANGER" RADIO-TELEPHONE, OFFICE
FURNITURE AND EQUIPMENT, ETC.

SALE TO COMMENCE AT 10.30 A.M.

ON VIEW: Monday, October 30, to Saturday, November
4, 1961, and Monday, November 6, 1961, 8 a.m.
to 5 p.m. and also on the morning of sale.

CATALOGUES: price 1s. (P.O.s only) may be obtained
from October 23 onwards from the Auctioneer's Offices,
Bird Lane, Bridlesmith Gate, Nottingham.
Phone, Nottingham 54272 seven lines. 931-473

CONTRACTS FOR HIRE AND WANTED

REGULAR work required, 3-ton pantechnicon, to or
from south-west. J. James, 46 Parklands, Wellington,
Somerset. Phone 2358. 931-6479

BULK haulage required for general A licence large-
capacity tippers. Box CM2413, care of "The Com-
mercial Motor." 931-314

CONTRACT HIRE

DORMOBILES or 12-seaters for sale or hire.

CONTRACT hire of Land Rovers and light vans. Apply
for terms.
COOMBS COMMERCIALS (GUILDFORD), LTD.,
Portsmouth Rd., Guildford, Surrey. Phone, Guild-
ford 62907. 931-476

FORK-LIFT TRUCKS

MOBILIFT 1,500-lb.-capacity fork-lifts, single-cylinder
air-cooled engines, good working order, £240.
L. W. VASS, LTD., Ampthill, Bedford. Ampthill 3255.
932-815

A Magnificent Coventry Climax petrol forklift truck,
complete with unused crane jib attachment, 3,500 lb.
capacity, 12-ft. lift (4,000 lb. capacity to 9 ft.), engine
completely reconditioned, rebored, new pistons and valves,
new clutch fitted, new twin pneumatic tyres, electrical
system overhauled (including starter and dynamo),
hydraulic system thoroughly checked, hydraulic steering
reconditioned, brakes overhauled, unused crane jib (cost
£78) lifts 15 cwt. to 16 ft., price £795 complete. Photo-
graph available. View by appointment only. Speed
Electric (Dept. CM), Church St., Bedford, Nottingham.
Phone 75716. 931-12

FORK-LIFT truck, solid tyres, Meadows petrol engine,
2,000-lb. 9-ft. lift, in good condition, £350. Curran,
29 Carruthers St., Liverpool, 3. Phone, Maritime 2261-3.
932-xr011

October 20, 1961—THE COMMERCIAL MOTOR 9, (Supplement)

Miscellaneous Advertisements (contd.)

HAULAGE AND BACK LOADS

BULK loads available London to Lancashire and north
very light clean traffic requiring 1,200 cu. ft. upward.
Phone, Popesgrove (London) 9901. 932-x8612

MISCELLANEOUS

NEW 55-gallon fuel tanks, extra strong, for all makes
of commercial vehicles, at one to save buying fuel
away from base, £16 10s.

J. CAMPBELL PARK, LTD.

BRIDGE GARAGE,

CHILDWALL VALLEY ROAD,

GATEacre, LIVERPOOL, 25,

LANCs.

Phone, Gateacre 1331-2. 931-442

SITUATIONS VACANT

A.M.I.M.L. City and Guilds, A.M.I.Mech.E., etc., on
"No pass, no fee" terms. Over 90% successes. For
details of exams, and courses in all branches of auto.,
diesel, aero, mechanical engineering, etc., write for 148-
page handbook, free. B.I.E.T. (Dept. 725), 29 Wright's
Lane, London, W.8. 932-812

TRAILR building company require competent design
draughtsman with experience of trailers, tractor fifth-
wheel and automatic coupling installations to work on
interesting development of existing and new designs.
Adequate salary to the satisfactory applicant. Write, call
or phone Chief Draughtsman, Hands (Letchworth), Ltd.,
Letchworth, Herts. 931-6455

ESTABLISHED P.S.V. dealer with good connections
requires services of fully experienced vehicle sales
representative to cover Midlands area, preferably with
knowledge of this particular type of business. An excellent
opportunity for a conscientious, hard working, married
man. Good basic salary, commission, expenses and car
supplied. A minimum of £1,000 per annum is guaranteed.
Once proof of ability is given. Replies in strictest con-
fidence to Box CM2927, care of "The Commercial Motor."
931-6465

EAST YORKSHIRE MOTOR SERVICES, LTD.

EAST YORKSHIRE MOTOR SERVICES LTD. WHO
OPERATE A FLEET OF 230 PUBLIC SERVICE
VEHICLES ON STAGE CARRIAGE AND EXPRESS
CARRIAGE SERVICES, EXCURSIONS AND TOURS
AND PRIVATE HIRE. INVITE APPLICATIONS FOR
THE POSITION OF

TRAFFIC ASSISTANT.

Applicants should have had experience in the Traffic
Department of an Omnibus Company and in particular
experience in compiling drivers' and conductors' duty
schedules and rotas.

Remuneration will be dependent upon the experience of
the successful applicant, who will be required to reside in
the Hull district and work at the address stated below.
Applications (which will be treated in strict confidence)
should be marked "CONFIDENTIAL" and addressed to
the General Manager of the Company.

252 ANLABY ROAD,

HULL, YORKSHIRE.

giving details of age, qualifications, previous experience
and present appointment. 931-39

WANTED, maintenance foreman for garage and yard,
must have experience fleet of diesel vehicles. State
age and salary required. Reply to Box CM101, care of
"The Commercial Motor." 932-6476

TOP CLASS MANAGER

REQUIRED FOR LARGE AND FULLY EQUIPPED
BODYWORKS IN NORWICH
Experienced in composite and metal construction.
Interviews can be arranged in either Norwich or London.

MARSTON MOTOR CO. LTD.

SEVEN SISTERS ROAD, TOTENHAM,

LONDON, N.15.

STA 8000. 931-69

DISTRIBUTION manager required by fast expanding
cake manufacturing company which sells mainly
through van sales organization. Duties would be to con-
trol the routing of a large fleet of vehicles in close
co-operation with van sales manager.

AN excellent opportunity with good salary and prospects
for the man who is fully experienced in all aspects
of motor transport control.

APLY in strictest confidence, giving full particulars
of age, family, experience and salaries earned to
Managing Director, Box CM309, care of "The Com-
mercial Motor." 931-5

INTELLIGENT and alert young men are required to
assist the management in the organization of a sub-
stantial London transport fleet engaged in contract hire.
Preference will be given to candidates possessing a good
personality and with proven experience in statistics, account-
ing, insurance or cost estimating, salary will be com-
mensurate with experience. These appointments are per-
manent, pensionable and progressive. Applicants must be
methodical in mind and application. There is ample scope
for promotion when ability is ascertained. Apply in own
handwriting stating age, education and transport experience to
Box CM312, care of "The Commercial Motor." 931-11

MORRIS-COMMERCIAL vehicle distributors for Bath
and Swindon, require additional salesmen. Appli-
cations will be treated in strict confidence. Write Sales
Manager, TransAids, Ltd. Norfolk Buildings, James St.,
West Bath. 936-6502

Miscellaneous Advertisements (contd.)

MAN required, chiefly in administrative capacity for bus and coach business in Yeovil area; must possess some office experience, have sound organising ability and be prepared to work to the needs of the business. Reference required. Apply stating salary expected to Box CM315, care of "The Commercial Motor." 931-171

WANTED, works manager for motor distributors, West Country. Experienced administrator required with good personality and turnover capabilities. Good salary and bonus. Non-contributory pension fund. Write in first instance, Box CM316, care of "The Commercial Motor." 932-6504

TRAFFIC manager required for new office in South Wales, Newport-Cardiff area, for Lancashire medium-sized hauliers. Must be able to maintain our present connections in South Wales and handle turn round of own vehicle, plus sub-contracting. Replies in confidence, stating age, experience, etc., to Box CM318, care of "The Commercial Motor." 931-277

MORRIS distributors in Bedfordshire require experienced commercial-vehicle salesman, good salary, use of car, Dickinson and Adams (Luton), Ltd., Leagrave Rd., Luton 51221. 931-347

TRANSPORT Manager required to take control of large removal and warehousing company (30 vehicles), West Lancs coast, remuneration commensurate with experience and ability, young man preferred. Box CM310, care of "The Commercial Motor." 931-405

WANTED, Competent Vauxhall-Bedford storekeeper-counter hand, high wages and lodging allowance. Apply, Green Garage (Bedford), Ltd., 641 Staines Rd., Bedford, Middx. 931-424

B.M.C. Distributors in Surrey require young man essential; company car provided. Apply in writing with details of career, salary required, etc., to Sales Director, Wray Park Garage, Ltd., Reigate. 931-374

WANTED by a large group with national coverage. Manager for commercial-vehicle contract-hire department. Applicants should have experience and knowledge of the industry. Really excellent prospects for man of initiative. Box CM302, care of "The Commercial Motor." 932-8096

TRAFFIC Manager required for fleet 15 vehicles, express services, excursions, private hire and contracts, to be based at Luton. Write full details, stating salary required, to Seamarks Bros., Ltd., 54 High St., Westoning, Beds. 931-507

SITUATIONS WANTED

CANAL transport manager seeks similar position in road transport; experienced men and vehicles, including two years running R.E.M.E. workshop, five years canal and road transport. Must be near river or canal. Campbell, Brunston Boat Dock, nr. Rugby. 931-8097

STORAGE AND DISTRIBUTION

LENHAM STORAGE CO. LTD., near Maidstone, Kent. Southern England's foremost warehouses, capacity 24 million cu. ft. For storage and daily distribution of all classes of commodities by own covered transport throughout Kent, Surrey, Sussex and Hants. Phone, Lennam 441 (five lines). 222-792

BIRMINGHAM COMMERCIAL OFFER—10,000 SQ. YD. good, clean, heated warehouse and storage, collection and distribution facilities available, mechanical handling, etc., near city.

BIRMINGHAM COMMERCIAL MOTORS, LTD., WRIGHT STREET, BIRMINGHAM, 10. Phone, Victoria 0437. 931-494

TENDERS

COUNTY BOROUGH OF MERTHYR TYDFIL.

TRANSPORT DEPARTMENT.

THE COUNCIL HAS FOR SALE THE UNDERMENTIONED VEHICLES:—

6 FODEN DOUBLE-DECK OMNIBUSES.
3 DENNIS SINGLE-DECK OMNIBUSES.

Full description of the vehicles and form of tender may be obtained from the General Manager, Transport Department, Nantyswenith Street, Merthyr Tydfil, Glam. Offers to purchase and remove the vehicles should be sent to the undermentioned in plain sealed envelopes, endorsed "Offers for Transport Vehicles" and to arrive not later than Tuesday, October 31, 1961.

Town Hall, Merthyr Tydfil, Glam. T. S. EVANS, Town Clerk. 931-41

LOOK
THE ONLY
UNIVERSAL
INJECTOR
EXTRACTOR
ABCO EASTERN GREEN ROAD
COVENTRY 66134



A62

Miscellaneous Advertisements (contd.)

SOUTHGATE BOROUGH COUNCIL.

SOUTHGATE BOROUGH COUNCIL INVITE TENDERS FOR THE SUPPLY OF

A NEW 2-TON TIPPING VEHICLE.

Forms of application may be obtained from the Borough Engineer and Surveyor, Town Hall, Palmera Green, N.13. The closing date is noon on Tuesday, November 7, 1961.

GORDON H. TAYLOR, Town Clerk. 931-78

CONSTRUCTION OF SCHOOL OMNIBUSES.

SOMERSET EDUCATION COMMITTEE INVITE TENDERS FOR THE CONSTRUCTION OF SPECIAL BODYWORK, TO SPECIFICATION, FOR

THREE SCHOOL OMNIBUSES,

TO BE MOUNTED ON BEDFORD 4-TON LONG-WHEELBASE LORRY CHASSIS.

Specification of requirements may be obtained from the undersigned to whom tenders must be submitted by November 30, 1961.

W. J. DEACON, Chief Education Officer, County Education Office, Trull Road, Taunton. 933-6487

SOUTH EASTERN ELECTRICITY BOARD.

TRANSPORT AND STORES OFFICER,

10 Queens Gardens, Hove, 3, Sussex.

A QUANTITY OF USED PRIVATE CARS AND COMMERCIAL VEHICLES

ARE AVAILABLE FOR SALE BY TENDER.

All vehicles are concentrated at 8-11 MONTAGUE PLACE, BRIGHTON, where they may be inspected during normal hours.

Tender forms with official envelopes may be obtained from the above address, for return on or before, 8 a.m. Friday, October 27. 931-198

COUNTY BOROUGH OF HUDDERSFIELD.

TENDERS ARE INVITED FOR THE SUPPLY OF

EIGHT FORD THAMES TRADER

(5 CU. YD.) 108-IN.-WHEELBASE, END-RAM TIPPERS (DIESEL ENGINES).

FITTED ALL ROUND WITH ROAD TREAD TYRES. BODIES TO BE OF WOOD TO SPECIFICATION OBTAINABLE FROM HAULAGE DEPARTMENT, VINE STREET, LEEDS ROAD, HUDDERSFIELD.

Successful tenderer to quote for and take eight Albion petrol-engined vehicles in part-exchange, which can be examined at above address.

Tenders to the undersigned by November 14 in envelope endorsed "Tender for Ford Trader Vehicles." The Corporation do not bind themselves to accept the lowest or any tender.

HARRY BANN, Town Clerk. 931-19

COUNTY COUNCIL OF ESSEX.

TENDERS ARE INVITED FOR THE SUPPLY OF:—

12 MORRIS 1000 2-DOOR STANDARD SALOON CARS,

AN EQUAL NUMBER OF CARS BEING OFFERED IN PART-EXCHANGE.

Quotations for lots of 3, 6, 9 or 12 cars will be considered. Tender forms and details of part-exchange cars from Chief Transport Officer, Coval Lane, Chelmsford.

Tenders to the Clerk of the County Council, County Hall, Chelmsford, by November 10, 1961, in plain sealed envelopes marked "Tender for cars." 931-488

3RD BOYS AXLE SUSPENSION
HENRY BOYS & SON LTD.
OXFORD ST. WALSHALL 91861



Miscellaneous Advertisements (contd.)

CRAWLEY URBAN DISTRICT COUNCIL.

SALE OF VEHICLES.

THE COUNCIL INVITE OFFERS FOR THE FOLLOWING VEHICLES:—

(a) DENNIS VULTURE REFUSE-COLLECTION VEHICLE (RPO 528)—20-cu.-yd. capacity.
(b) DENNIS CESSPOOL EMPTYING VEHICLE (EPN 703)—800-gal. capacity.

Full details and forms of tender may be obtained from the Engineer and Surveyor, Goffs Park House, Horsham Road, Crawley, and arrangements to inspect the vehicles may be made, by appointment, with him.

Tenders, in plain, sealed envelopes endorsed "Tender for Vehicles," should be returned to the undersigned by 12 noon on Monday, November 6, 1961.

The Council do not bind themselves to accept the highest or any tender.

R. W. J. TRIDGELL, Clerk of the Council.

Robinson House, Robinson Road, Crawley, Sussex. 931-487

COUNTY BOROUGH OF HUDDERSFIELD.

REFUSE COLLECTION VEHICLE.

TENDERS ARE INVITED FOR THE SUPPLY OF:—

ONE REAR-LOADING COMPRESSION-TYPE REFUSE COLLECTION VEHICLE
(18-24 CU. YD.),

FITTED WITH A DIESEL ENGINE AND ONE 41-CU.-YD. LOW-LOADING SALVAGE TRAILER,

AND THE TAKING IN PART-EXCHANGE OF ONE KARRIER C.K.3 REFUSE COLLECTION VEHICLE OF 11 CU. YD. CAPACITY, SIDE LOADING.

This vehicle may be inspected by arrangement with the Cleansing and Haulage Superintendent, Vine St. Garage, Leeds Rd., Huddersfield.

Tenders, in sealed envelopes endorsed "Tender for Refuse Vehicle" must be received by the undersigned by November 14, 1961.

The Corporation do not bind themselves to accept the lowest or any tender.

HARRY BANN, Town Clerk. 931-20

BOOKS AND PUBLICATIONS

MAINTENANCE RECORD (Charnwood Series No. 29). A life history of each vehicle with tyre records, petrol and oil consumption, 4s. 6d. post free.
DIESEL, oil stock books. Cost books, etc. Send for descriptive list.
CHARWOOD PUBLISHING CO., LTD., Coalville, Leicesters. 222-809

LONDON WHARVES AND DOCKS (2nd Edition). A guide to the wharves and docks lining the river from Teddington to Gravesend. Detail facilities afforded by the wharves, together with 17 full-page maps showing their positions. A pull-out map indicating the main routes to London's dock area is included. Illustrated, 104 pages, 7s. 6d. net (laminated paper board) and 6s. net (laminated card covers) from booksellers, or 8s. 2d. and 6s. 7d. respectively by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

MOTOR VEHICLE MECHANICS' TEXTBOOK (Second Edition), by F. K. Sully. Based on the syllabus of the City and Guilds of London Institute examination in Motor Vehicle Service Mechanics' Works, this book is designed for students entering for the Award of the National Certificate of Automotive Technology. It deals with many of the mathematical and mechanical problems which a motor vehicle mechanic is likely to encounter in his work. Illustrated, 237 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

CHASSIS EXTENSIONS
Full details from:—
PRIMROSE GROUP SALES
Clithorne Road, Whalley, Lancs.
Tel.: Whalley 8315/7

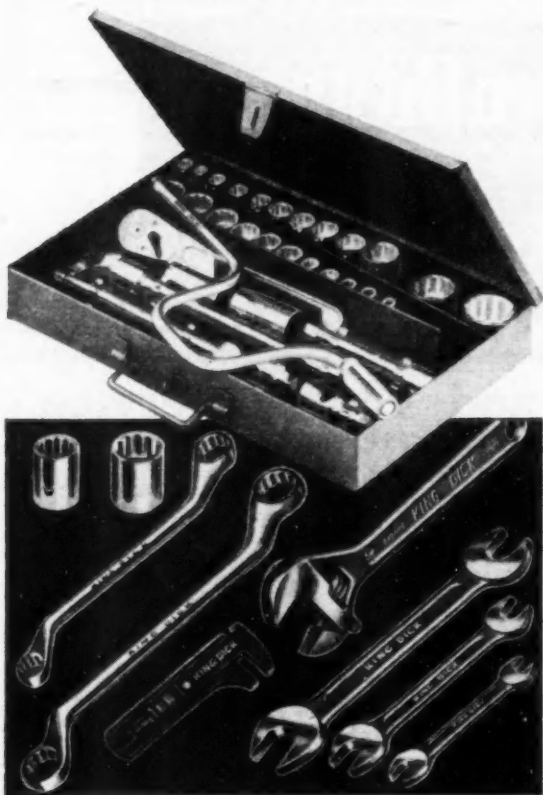
GREATER PLATFORM LENGTH FOR BULKIER LOADS



FOR ALL NEW THAMES & USED VEHICLES
DAGENHAM MOTORS
WOOLWICH
WOO 7771
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There is NO substitute for **KING DICK** hand tools



Only the finest Chrome Vanadium Steel goes into King Dick tools, so that only the finest service comes out of them! Constant inspection routines ensure perfect balance and precision. Make no mistake—THERE IS NO SUBSTITUTE FOR KING DICK TOOLS!



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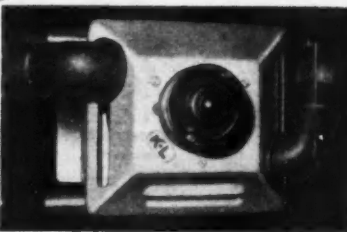
Abingdon Works, Kings Road, Tyseley
Birmingham, 11

BUY BRITISH

R 254

Winter comforts by K-L the new **K-L NORWAY**

3 $\frac{3}{4}$ -kW Diesel
**CAB HEATER
DEMISTER/
DEFROSTER**



- ★ The perfect cab heater for the fleet owner
- ★ Easiest to install
- ★ Highest Heat Output
- ★ Most efficient demisting
- ★ Robust and Trouble Free

The Norway Cab Heater, Demister/Defroster can now be bought in SPECIAL TAILOR-MADE KITS. These kits include for easy installation engine connection brackets, demister hoses, etc.

Adjustable Rubber Demister Ports make it easier to install and with just a turn they face the direction required. Standardise your fleet with Norways and be sure of maximum efficiency at all times!

"Norway" SPECIAL KITS available for most vehicles including:—

Austin, Bedford Range, Commer, Dodge, E.R.F., Ford, Foden, Leyland, Morris, Trojan, etc., from £12 12s. 0d. complete with all accessories.

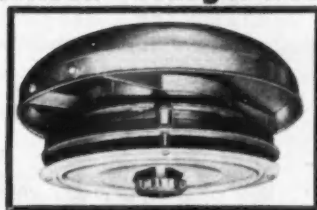
Fresh air Models available for:—

Bedford TK - CA, Ford Trader - 4D, from £14 0s. 0d. complete with all accessories.

Efficient Motorised Draught-free Fresh Air Ventilation

K-L CIRCULAR
MOTORISED
VENTILATOR

Ideal for Passenger and
Commercial Vehicles.



K-L HIGH CAPACITY MOTORISED VENTILATOR

Dimensions:
Overall Diameter 15 $\frac{1}{2}$ "
Interior Projection 8"
Exterior Projection 4"

K-L Motorised Fresh Air Ventilators create the right atmosphere on long coach journeys and in vehicles carrying a load of perishable goods or even livestock. K-L Ventilators ensure a consistent circulation of draught-free, fresh clean air.

High Capacity. 2,000 r.p.m. fan gives an airflow of 250 cubic feet per minute.

Reversible Motor. (30 Watt Driving 6 Blade Fan). Allows unit to be used for intake or extraction as desired.

Air Shutter Unit. Available with either a fixed or an adjustable shutter.

The interior Deflection Plate, as illustrated, can be supplied in metal or coloured Perspex.

No Noise. Under normal conditions the unit is practically noiseless.

Weather Proof. A series of protective meshes prevents the entry of dust rain, etc.

Available in 6, 12, 24 volt—Prices on application.



Motorairrette

Dimensions: Overall Diameter 8"
Interior Projection 1" Exterior Projection 4"

For use on the smaller vehicle identical in operation to the above reversible motor 6-12-24 volt. Driving 5 Blade Fan and having a capacity of 90 cubic feet per minute. Prices on application.



EVENTEMP To prevent engine wear caused by over-cooling fit this metal spring-loaded, roller blind. Designed for finger tip control even when vehicle is travelling at speed.



GULF STREAM Connected to the electric mains (220-250). Pre-heats engine for early morning starting! Prolong engine life, saves Petrol! Standard £3. 3s. 0d. Master £3. 12s. 6d. Super £3. 19s. 0d.

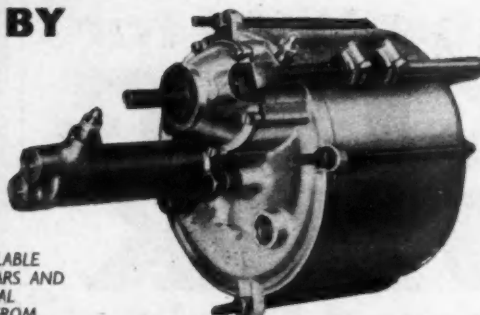
K-L have a wide range of vehicle accessories, so why not ask your factor today or write for fully illustrated leaflets to:—

KEY-LEATHER CO. LTD., 5 Urswick Road, London, E.1

A VAST NEW MARKET IS OPENED UP FOR YOU BY



NOW AVAILABLE
FOR ALL CARS AND
COMMERCIAL
VEHICLES FROM
850cc TO 24 TONS



IMMEDIATE DELIVERY
OF LOCKHEED POWER
BRAKING UNITS FROM
ALL BRANCHES

Brown Brothers

THOMSON & BROWN BROTHERS LIMITED
BROWN BROTHERS (AIRCRAFT) LTD. BROWN BROTHERS (IRELAND) LTD.
BROWN BROTHERS (OVERSEAS) LTD. BROWN BROTHERS (METALS) LTD.

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Open 8 a.m.—5.30 p.m. Mon.—Fri.
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ALL PHONE AND MAIL ORDERS ON WAY SAME DAY

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"DON-FLEX" Clutch Discs

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CLUTCH COVER ASSEMBLIES
CLUTCH RELEASE BEARINGS
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Head Office and Works:
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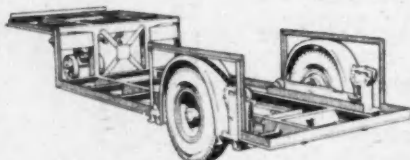
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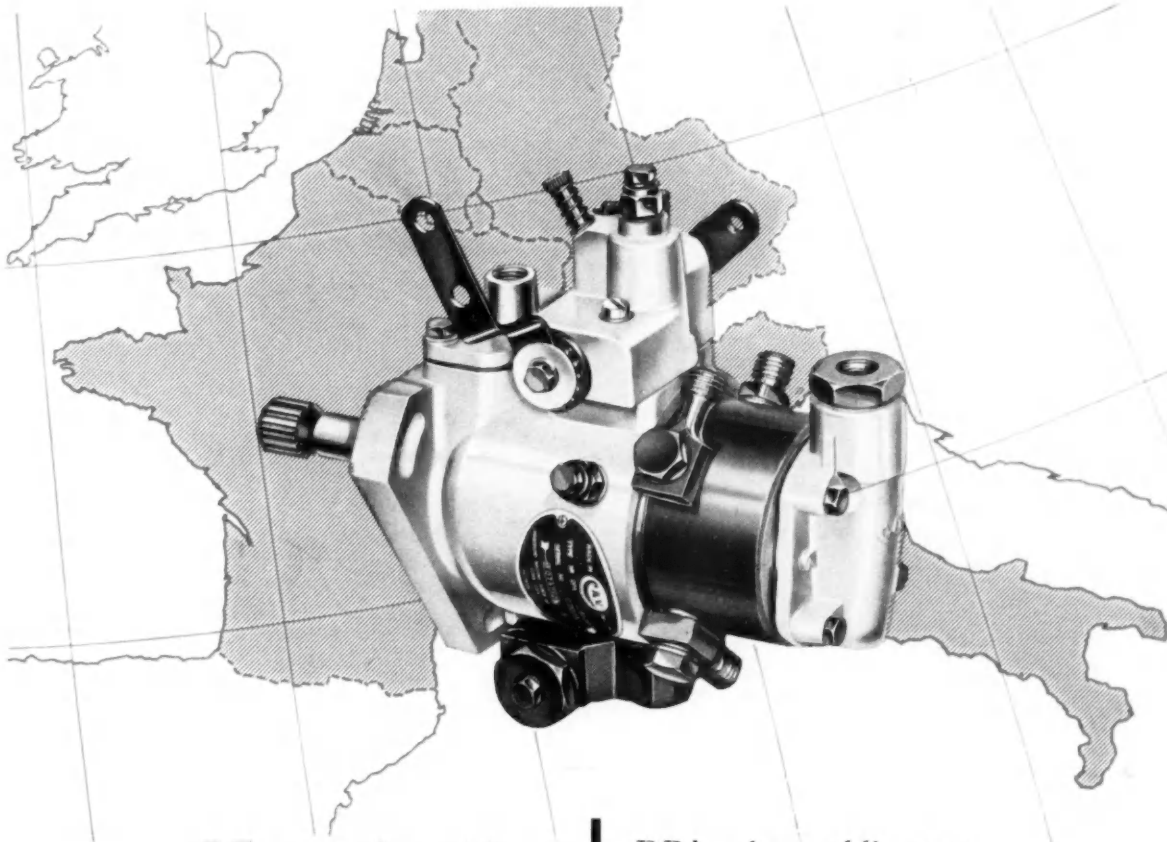


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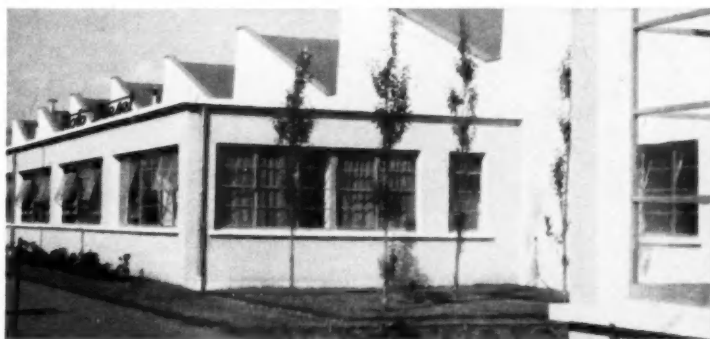
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